

WEB EDITION

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RESCUE

IN THIS ISSUE:

- Stranded at Graham Guard Sta. -p. 1**
- Lost & Stranded in the Foothills -p. 8**
- Search for Drowning Victim -p. 10**
- K9 Water Search Training -p. 4, 9**

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

FOUNDING MEMBER:
**MOUNTAIN RESCUE
ASSOCIATION**



MOTORISTS STRANDED NEAR GRAHAM AIR STRIP – JULY 9, 2006

--KRIS WALKER

17::30 Responded to pager request for assistance.

18:15 Received call from Rod, asking if I would fly 2nd seat in Cessna 206 with pilot Jerry Terlisner [of Ada County Aerial Sheriffs] to Graham Air Strip in Boise County to pick up three stranded subjects, two persons and one canine. Rod provided vague directions to the Western Aircraft offices



and pilot Jerry's mobile phone #, which I immediately contacted for more detailed directions.

19:30 Departed BOI for 30-minute flight to Graham Airfield [unattended].

19:45 Attempted communication to Rod at the Base radio to confirm airborne and en route; unsure if communication was received as there was no radio response.

Sometimes you can drive across; sometimes you can't.

-Photo by K. Walker

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Pilot Jerry Terlisner of Ada County Aerial Sheriffs At Graham air strip.
-Photo by K. Walker

20:00 Landed at Graham grass runway and proceeded to taxi to FS cabin [unattended]. Was greeted by large curious deer who smelled the aircraft and was begging treats. No subjects in sight, so contacted State Com on channel 14; after several shaky transmissions via repeater, State Com confirmed that we were at Graham Air Strip to pick up two subjects. Took GPS reading.

20:10 Brian is spotted approaching the airfield, coming up the trail from the river crossing which is about one-half mile distant.

After confirming that there were no injuries, only vehicle issues, I accompanied Brian back to the site of his unsuccessful vehicle river crossing attempt to gather his wife/companion Lisa and their yellow Labrador Star. Several photos were taken. I explained that we do not charge for rescue services but that donations are readily and gratefully accepted.

20:30 All three subjects and myself arrived back at the airstrip, took more photos, departed Graham Air Field and flew down the river drainage, which has an extremely narrow profile with exceptionally high ridges and relatively few emergency landing spots.

20:40 At such time as we had more trees below us than above us, I contacted the en route ground team and informed them that we had all subjects on board and were Boise bound; they confirmed receipt of transmission.

21:00 Landed at BOI and offered to drive Brian, Lisa and Star to their residence near St. Luke's hospital.

21:30 Arrived at their residence, off-loaded, and Lisa handed me a check for \$100. Due to an unfortunate communications error, the check was made out to IMSARU, not to yours truly.

22:00 Arrived home in time for a late dinner with just-arrived New Zealand guest.

22:30 Left voice mails for Rod, detailing information.

Time for door-to-door operations, approximately four hours. A very pleasant and educational Sunday evening.

Editor's note: Since information was, as usual, scanty, a ground team was also dispatched to

drive to where the road to Graham was washed out and do whatever needed to be done from that point. The ground team was within 5-10 miles of the washout when they received word that the stranded subjects were safe and en route to Boise. This team returned to Boise at 23:00 hours. The ground team included David Gomez, Tom Kearney, Carl Kidwell, Karen Limani with ATV, Bill Lindenau with ATV, Jerry Newland, Dave Ritzenthaler and Everett Wood with ATV.

G.P.S. NAVIGATION TRAINING – JUNE 13, 17-18, 2006 --CHARLOTTE GUNN

If you have always wondered how the G.P.S. system really works, you should have attended the Tuesday evening classroom session taught by Bob Meredith. Satellites...grids...whatever.... Bob either knew all the answers or fooled most of us into thinking he did.

On Saturday, we did some more classroom work, then drove up to Bonneville Point to search for targets Bob had laid out. Working in teams of three, we looked for markers at specific coordinates, checked between two points for evidence in a “sniper incident,” and generally honed our skills at figuring out where we were and how to get to where we wanted to go.

After the Bonneville Point exercises, people either went home to gather camping equipment or started on up the road toward Prairie, with several stops on the way to search for other markers. The hardest part was finding Base Camp in Long Gulch, as the tee in the road shows Long Gulch Road going in both directions. Turn left? Oops, the GPS says we are getting farther away from our destination; let’s try the other direction. Once there, we had a grassy area largely shaded by big Ponderosas—most welcome in this summer’s heat.

On down the road from Base Camp were a few markers that GPS would not locate. We finally found them from Bob’s copies of old survey maps, with instructions like “so many feet from the southeast corner of the Ranger Station” [a Ranger Station that burned to the ground many years ago, but there were still remnants of a walkway] and “so many feet south of the wooden bridge and so many feet east of the middle of the road.” [Remains of the bridge were barely a pile of timbers and the road is now a flattish area alongside the creek, well below the modern road.]

We set up camp and Chris Meredith brought up the makings of a great supper, from burgers through homemade ice cream. As chefs, she and Bob spoiled us royally. After supper, there were two choices for GPS courses—the easier (starting high and working down) and the harder (starting low and working up). Phil O. and Eric chose the harder and, as far as we could tell, literally *ran* it. Chris, Carrie, Linda, Karen and Charlotte chose the easier and walked it. All of us learned a lot, refreshed our memories on some of the GPS procedures, and got lots of fresh hot air and exercise.

Many thanks to Bob Meredith for all his work as instructor, and to Bob and Chris for the supper!

Members participating included: Brian Mayer for classroom only. Diana Hornung, Tom Kearney and Vern Rae for classroom and Bonneville Point. George Gunn, Linda Kearney and Karen Limani for the classroom and Bonneville Point sessions, then the campout and challenge at Long Gulch. Carl Kidwell and Phil Sander for all the problems except the final round after supper. Eric Zuber, Phil O’Bryan, Carrie Laird, Chris Harry and Charlotte Gunn for the entire session.

K9 WATER TRAINING – JUNE 24, 2006 --CHARLOTTE GUNN

Bonneville County SAR invited us to join them for a Water Workout Weekend, and we jumped at the chance to both renew our friendships and use their resources for training our dogs. We camped at the Big Elk Creek Campground and used that launch area, which this year's high water made unrecognizable from previous visits. The host team brought in divers, tenders, boats and drivers, shelters, lunch, their lovely new trailer, and cadaver set-ups. As if that weren't luxury enough, we ended up (due to work schedules, vehicle breakdown and illness) with only five dog teams for most of the day. Each team got to work as many problems as the handler wanted, and the divers also had time to practice their water-rescue skills.



One method of over-water transport. -Photo by G. Gunn

It was a grand day. The highlights for Xena and me were the multiple cadaver problems set out by Dave Forker (though I don't believe he actually placed the smelly moose carcass as distraction) and the chance to try Jet-Ski transport. The big surprise was the sudden wind gust that flipped the shelter we thought we had securely tied, up and over the trailer.

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Many thanks to Bonneville County for letting us come and play with them. The list of individuals is too long and I'd certainly miss a bunch of them, but the Bonneville County dog handlers who invited us include Dave Ferguson, Rena Ferguson, Dave Forker and Faye Alexander. (It was a great lunch, Faye, and I'm still trying to duplicate that salsa.)

IMSARU members attending were Martha Vandivort with Angie and Charlotte and George Gunn with Xena.



Dave Forker and Bailey return from their work.

-Photo by G. Gunn

CALENDAR

NOTE: No SAR nor Medical training in August. All personnel needed for the Corn Booth, which supplies about half our budget for the year!!

Aug. 8	Load Corn Booth on vehicles for transport to Fairgrounds	7:30 p.m. at the Compound
Aug. 12	Set up Corn Booth—Bring ladders, work gloves, and hand tools; need at least 20 people.	9:00 a.m. At the Fairgrounds
Aug. 13	Finish setting up Corn Booth—Needs same as for Saturday.	9:00 a.m. At the Fairgrounds
Aug. 18-27	Corn Booth at the Western Idaho Fair. Shifts run 10 a.m.-5:30 p.m. and 5:00 p.m.-midnight every day. CALL COLLIN GARNER AT 350-0515 AND VOLUNTEER FOR SEVERAL SHIFTS.	
Aug. 28	Take down Corn Booth. Come as early as you can after work and help with this last big part of the project.	At the Fairgrounds
Aug. 29	Complete takedown of Corn Booth and store it for next year. Call Chris Harry at 703-2079 or the Gunns at 378-7787 for time and place. If in doubt, show up at the Compound at 7:30 p.m.	
Sept. 5	Business Meeting (for August) and celebration of Corn Booth being over for another year	7:30 p.m. At the Compound
Sept. 12	SAR Training	7:30 p.m. At the Compound
Sept. 16	Field Certification Class	At the Compound
Sept. 19	Medical Training	7:30 p.m. At the Compound
Sept. 20	Deadline to register for Mantracking Class (\$50 deposit required).	
Sept. 26	Business Meeting	7:30 p.m. At the Compound
Sept. 29-Oct. 1	Mantracking Class taught by Joel Hardin See registration info on page 6.	Pilgrim Cove Camp In McCall
Oct. 3	General Meeting	7:30 p.m. At the Compound



IDAHO MOUNTAIN SEARCH & RESCUE UNIT



Member Mountain Rescue Association Since 1960
2519 Federal Way Boise, ID 83705 (208) 342-0809

TRACKING COURSE ANNOUNCEMENT ALL TRACKER LEVELS

Idaho Mountain Search and Rescue is pleased to announce that we will be hosting a Joel Hardin Professional Tracking Services class for all interested Law Enforcement and Search and Rescue personnel. Application for POST credit has been submitted for this 24 hour course -- please inquire if you are interested in obtaining this accreditation.

Date: September 29 through October 1, 2006

Location: Pilgrim Cove Camp, 1075 Plymouth Rd., McCall, ID 83638

Time: 9:00 am Friday, Sept. 29th through – 2:00 pm Sunday, Oct. 1st

Tuition: \$200 Includes tuition, meals and lodging (bunkhouse style) at the camp

REGISTER NOW!!
Deadline is September 20, 2006

Name: _____

Address: _____

Phone: _____ **Email:** _____

Agency: _____

Please mail your registration form, along with a \$50 deposit, per person, to:
IMSARU, Attn: Kris Scovel, 2519 Federal Way, Boise, ID 83705. Questions may be directed to Kris Scovel at (208) 376-7573 or krdus@yahoo.com.

Students must pre-register for this course to provide for meals and lodging. Students failing to attend the course after pre-registering will be assessed a \$50 fee for service provision if they do not have reasonable cause.

Additional information about the class can be found on our website at: www.imsaru.org/track.htm or at www.jhardin-inc.com.

EMERGENCY PREPAREDNESS POINTERS



Fire-safe Landscaping Can Save Your Home

A Factsheet on Rural Fire Safety and Prevention

Wildland fires destroy hundreds of homes and acres of land every year across the country. Fire-safe landscaping is an effective tool that creates an area of defensible space between your home and flammable vegetation that protects against devastating fires.

The United States Fire Administration (USFA) encourages you to keep fire safety at the forefront by learning how to landscape and maintain your property to minimize possible fire damage and slow fires if they start. Remember, fire safety is your personal responsibility... *Fire Stops With You!*

DEFENSIBLE SPACE WORKS

During the 1993 raging Malibu fires, a number of homes were saved as a result of the owners' careful pruning and landscaping techniques that protected their homes. In a fire situation, the dead trees and shrubs surrounding your home act as fuel for fire. Removing flammable vegetation reduces the threat of fire. Follow these basic rules to create defensible space that works.

- Remove all dead plants, trees and shrubs from the site.
- Reduce excess leaves, plant parts and low-hanging branches.
- Replace dense flammable plants with fire-resistant plants.

The choice of plants, spacing and maintenance are crucial elements in any defensible space landscaping plan.

TIPS FOR A FIRE-SAFE LANDSCAPE

- Create a defensible space perimeter by thinning trees and brush within 30 feet around your home.
- Beyond 30 feet, remove dead wood, debris and low tree branches.
- Eliminate small trees and plants growing under trees. They allow ground fires to jump into tree crowns.
- Space trees 30 feet apart and prune to a height of 8 to 10 feet.
- Place shrubs at least 20 feet from any structures and prune regularly.

- Plant the most drought-tolerant vegetation within three feet of your home and adjacent to structures to prevent ignition.
- Provide at least a 10 to 15 foot separation between islands of shrubs and plant groups to effectively break-up continuity of vegetation.
- Landscape your property with fire-resistant plants and vegetation to prevent fire from spreading quickly.

CHOOSE FIRE RESISTANT MATERIALS

- Check your local nursery or county extension service for advice on fire resistant plants that are suited for your environment.
- Create fire-safe zones with stone walls, patios, swimming pools, decks and roadways.
- Use rock, mulch, flower beds and gardens as ground cover for bare spaces and as effective firebreaks.
- There are no "fire-proof" plants. Select high moisture plants that grow close to the ground and have a low sap or resin content.
- Choose plant species that resist ignition such as rockrose, iceplant and aloe.
- Fire-resistant shrubs include hedging roses, bush honeysuckles, currant, cotoneaster, sumac and shrub apples.
- Plant hardwood, maple, poplar and cherry trees that are less flammable than pine, fir and other conifers.

MAINTAIN YOUR HOME AND SURROUNDING PROPERTY

- Maintain a well-pruned and watered landscape to serve as a green belt and protection against fire.
- Keep plants green during the dry season and use supplemental irrigation, if necessary.
- Trim grass on a regular basis up to 100 feet surrounding your home.
- Stack firewood at least 30 feet from your home.
- Store flammable materials, liquids and solvents in metal containers outside the home at least 30 feet away from structures and wooden fences.
- No matter where you live, always install smoke alarms on every level of your home. Test them monthly and change the batteries at least once a year. Consider installing the new long-life smoke alarms.

For More Information Contact:
The United States Fire Administration
Office of Fire Management Programs
16825 South Seton Avenue
Emmitsburg, MD 21727

Or visit the USFA website:
www.usfa.fema.gov

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Ada City-County Emergency Management
7200 Barrister Drive ♦ Boise, ID. 83704 ♦ (208) 377-6645 ♦ FAX (208) 377-7319
HOME PAGE : www.accem.org

ROBIE CREEK PREQUEL MISSION – APRIL 15, 2006
--BILL LINDENAU

8:00 A.M. As usual, I stopped by the IMSARU compound to check in and get my assignment for the race. I was assigned the summit and ATV rover so I headed up to the summit to find a flat spot to unload the ATV and get my gear strapped to the 4-wheeler.

I arrived at the summit at approximately 09:10 and had to drive about a mile up the Ridge Road north from the summit to find a spot to unload. I had barely unloaded the ATV when a nice-looking Jeep Cherokee pulled up. It was obvious that the two ladies in the vehicle were upset and the driver (Mom) stated that she was lost and her son had spent the night somewhere in the area and was also lost. Here comes the first find: I told her she wasn't lost any more because I knew where I was and she had found me.

I asked her for the details, which were that her son had called and asked her to bring up some more tow chains and his winch remote so he could get his truck and his friend's car out of the mess they were in. He had given her directions to get to him; however, with all the activity on the road that morning she had missed the turn and been over to the Robie Creek side of the hill. Anyway, by his directions I knew they were up the road north from where we were, so I had the RP park her truck and give me a minute to put my gear on the ATV and then we would ride up the road a bit to see if we couldn't find her son and friend.

Now the really cool part of this story: we rode up the hill about a mile and rounded a corner and there they were!...all alive and well, cold and hungry, but in good shape. Here is the cool part. Those of you who have experienced the feeling of telling those loved ones we have found their lost loved one will know the feeling I'm talking about. In this case Mom was behind me on the ATV and the hug almost crushed me. At that moment I was *again* very proud to be an IMSARU member and to *again* see (and feel) the relief in the family when everything is going to be ok.

So once Mom did the mom stuff, I took her back to daughter in her truck and got to see again all the reasons we do what we do in the emotions between Mom and daughter. I picked up the gear the son needed, my thermos of coffee and my lunch, and headed back up the hill to see if I could help and to make sure nobody got hurt in the attempt to recover the stuck vehicle.

After some hot coffee, a couple of PBJ's, cookies and part of an MRE, Keith was ready to get back to work. With his winch control we were able to use the famous IMSARU multiple sagebrush anchor system to pull his truck out. [No, I did NOT use any unit gear. We've been through that discussion recently.] But getting Megan's car out wasn't going to be done by winch alone. Her car was barely perched on some brush and was ready to head down the very long and steep hill. It was about 10:00 now and I advised both Keith and Megan that if we were going to get a tow truck up here before the race started we needed to make the call. After some convincing that a tow truck was cheaper than a totaled car, I contacted Rod back at the Compound and he sent the wrecker.

It took about 45 minutes for the wrecker to get up there and another 60 minutes for him to re-

cover the car. The way he did that without a scratch to the car was amazing to see because the car was just barely hanging on the bush. Once all of the recovery and paper work were done, I had to hold all of them--Mom, daughter, tow truck, Keith and Megan--at the summit until enough of the Robie racers had gone by before letting them out on the course to head back to town.

I guess the moral of this story is to always have your gear and be ready for a search. Even if it was one of the super-easy ones, I was glad to help. IMSARU has me for another 20 years at least. I hope everyone in the unit gets to experience the amazing release of tension and worry when a victim is found ok and reunites with his loved ones.

Editor's Note: Sorry we didn't get this in the May-June issue, but better late than never.

THANK YOU! THANK YOU!

Idaho Capital City Kennel Club, Inc. for a cash donation.

Lisa Fix for a cash donation.

Filling in for our Medical Director, on short notice:

- In June, **Collin Garner** and **Chris Harry** stepped in to work with us on patient packaging and handling, using C-collars and the Oregon Spine Splint.
- In July, **George Gunn** led a discussion of field hazards, based on ones we had encountered during the previous weekend's search—ticks, rattlesnakes, poison ivy and mosquitoes.

When the goathead/puncturevine threatened to overtake the Compound like kudzu, volunteers showed up in the heat of July 19 and 20 with gloves, shovels and aggressive attitude: **Ann Finley, Carl Kidwell, Ron Moomey and his son Mark, Martha Vandivort, George Gunn and Charlotte Gunn.**

K9 WATER TRAINING, JULY 7-9, 2006 --CHARLOTTE GUNN

It's a long drive from Boise to Winston, Montana, but was well worth it. Dog teams from several Montana SAR groups, from three Idaho groups, from Yellowstone Park in WY, and even one from Alberta met at the White Earth campground on Canyon Ferry Lake (a reservoir some 25 miles long.) Cherie Moldenhauer of Broadwater County SAR had an impressive array of local resources—boats, divers, scents—and others brought various cadaver scents, scent pumps, cricket cages, etc. This was not a “bring in an expert as teacher” seminar, but Kim Gilmore of Flathead County SAR and Ann Christensen of Idaho Search Dogs spent lots of time helping the less experienced.

Friday's work was on the river, which was tricky because of higher water than expected. Divers had trouble staying in place and staying down, but all the dogs got to work both from shore and from the boat as handlers' choice. On both Saturday and Sunday, we worked in a bay of

the reservoir within walking distance of the camp and away from the heavy-traffic area. A variety of boats and drivers allowed teams to work on-the-water problems for both divers and cadaver scent, as well as transporting teams to locations for shoreline searches where the scent was in shallow water near the land. There were plenty of distractions, including bird droppings and dead fish in the search areas, which made the problems more realistic.



Xena and Charlotte work a diver from an inflatable.

Photo by G. Gunn

It was educational to watch other dog teams, from beginners to fully operational, at work. During the weekend, most handlers had a variety of reactions, from “At least my dog doesn’t do [whatever]” to “I wish my dog did [whatever] as well as that one.” Having gone through all of

those reactions myself, I will add the personal note that I was really pleased at all the chances to do shoreline work. It was on Sunday morning that Xena finally started working those shallow-water scents independently and trying to pin-point them without looking to me for clues. That alone made the trip worthwhile, especially because we already had a shoreline search for a drowning victim planned for the following weekend.

Many thanks to all the people who made this training possible: the organizers, the handlers who helped with logistics and training problems, the divers, the boat drivers, the Bureau of Reclamation for foregoing the usual Special Use Permit fee.

IMSARU teams attending were Martha Vandivort with Angie, Linda Kearney with Smokey, Charlotte and George Gunn with Xena.

SEARCH FOR DROWNING VICTIM – JULY 15-16, 2006 **--CHARLOTTE GUNN**

When the vehicle went into the Middle Fork of the Boise River on April 8, with the passenger managing to exit and swim to shore but the driver apparently drowned, the water was running at 3,160 cfs at the Twin Springs gauge and prevented any search except walking the shoreline on the road side. The water flow rose as high as 10,200 cfs on May 20 before dropping down to around 1,000 cfs by mid-July. As expected, we went back up and spent the weekend searching more thoroughly than had been possible before—though anyone who knows that area knows there are stretches that



Search management discussion in base camp. -Photo by K. Walker

can't really be searched.

Starting at the accident site, we spent Saturday searching both banks on foot. Kris and Winston manned the rafts that scanned from the water, transported foot searchers around impassible areas on the Elmore County side and to islands, and served as safety backup in case someone fell in. Each team included a search dog that has had at least some water search training. Everett and Karen used their ATV's for communication where the radios were hard to hear, and Chris drove 902 for road transport of teams. (How Chris kept his sanity while

rattling over that washboard all day is a mystery.)

On Sunday, we moved Base Camp down to a flat below the Willow Creek Campground, continued

shoreline search from the bridge downstream, and used power boats manned by Rod and Gene to transport the dog teams in searching the willows and shallows of the upper end of Arrow-rock Reservoir.



Shore search was neither easy nor fun. -Photo by K. Walker

Temperatures both days were in the high 90's; the shore areas included slippery rocks and mud, thick brush and steep slopes; we encountered rattlesnakes,

ticks, biting flies, mosquitoes and poison ivy. This was not fun, and we were not successful in finding the body. There are log piles and thorny thickets that we could not penetrate, deep holes and boulders in the river, and the very real possibility that the body is many miles downstream and deep in the reservoir. However, we feel we did as good a search as can be done. We plan to return when the water level goes down another 15-20 feet, to search on foot an area of underwater willows where the dogs showed some interest.

The worst parts of this search? That rough river road, high temperature, rough terrain, and lack of success. The good moments? Interludes of floating on raft or boat instead of slogging on foot, and popsicles for afternoon snacks.



IMSARU members participating one or both days included: Kris Walker and Winston Cheyney manning rafts; Rod Knopp and Gene and Sandy Ralston with power boats; Leslie Robertson as Family Liaison; Marc Buursink, Danny Cone, Collin Garner, Charlotte Gunn with Xena, George Gunn (O.L.), Chris Harry, Tim Henning, Linda Kearney with Smokey, Tom Kearney with Breeze, Carl Kidwell, Karen Limani with ATV, Jeff Pile, Lori Thompson, Rick Thompson, Martha Vandivort with Angie, Everett Wood with ATV.

Breeze helps with P.R. and safety education presentations, but this is not who is usually on the other end of the leash.

-Photo by T. Kearney

