

WEB EDITION

RESCUE

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

IN THIS ISSUE:

- Hunter Stranded on Ledge** -p. 1
- Family Stranded in Snow** -p. 11
- Search & Recovery at Swan Falls** -p. 14
- Christmas Activities** -p. 10
- Wilderness First Aid Class** -p. 16

FOUNDING MEMBER:
**MOUNTAIN RESCUE
ASSOCIATION**



HUNTER STRANDED ON LEDGE ABOVE SOUTH FORK OF THE PAYETTE, OCTOBER 30-31, 2004

View from the Roadside—Linda Karney

What does it take to make good things happen in life? On October 30 it took 10 agencies and lots of people willing to work together to make good things happen for Nate. At 8:30 that Saturday night the pager said we had an urgent mission. At the Compound we were told this was going to be a technical rescue of a hunter who had fallen into the river and was now stranded on a ledge with injury to his back—no feeling in his legs--near Garden Valley. I went as an extra pair of hands, since I really don't know much about ropes.

About 25 miles outside of Banks we were flagged to a stop and waited for Life Flight to land. It really wasn't long as, due to fog, they decided to wait for the weather to clear. We continued up to the staging point. The Idaho Department of Transportation had already set up big road construction lights,



Taking the injured hunter down to the river. Note the road on which the ambulance is waiting in the upper left of the picture.

Photo by D. Ritzenthaler

RESCUE is published bi-monthly by the IDAHO MOUNTAIN SEARCH AND RESCUE UNIT, INC.
2519 Federal Way, Boise ID 83705. Editor: Charlotte Gunn, Phone (208) 378-7787 or e-mail
cpgunn@cableone.net Visit our web site at www.imsaru.org



A weary crew gets the subject down to the river after working all night. Photo by D. Ritzenthaler

Meanwhile, back at the top we were in contact with Nate, age 22, via Family Service Radio. He was cold, no feeling in his legs and lying on a ledge. We were still not sure how far up the team would have to climb to reach him, so the problem was how to find him. Being a hunter, he had a

which lit up the other side of the canyon, across the Payette River. Nate was over there somewhere. It was now 11 p.m. and we went to work unloading the ropes, harnesses and other technical equipment. Others were planning the safest way to get medical help to Nate. The first teams went over the side at about midnight. Did I mention the river? Yes, after they got down a 800-900 foot rappel (about 500 vertical feet), there were 70 feet of river to cross. The team tried to wade; as the icy water crept up over knees, they decided to request a boat for the swiftwater.



It takes a lot of rope and equipment to do a long technical evacuation. And yes, that is snow. Photo by T. Henning

Garden Valley Fire Department's Swiftwater Rescue Team does their part of the job. Photo by D. Ritzenthaler

gun with him. At around 2 a.m., someone suggested having Nate fire a shot. We radioed him to do so and turned off all lights to watch for the muzzle flash. Someone spotted it! He was about halfway up the far side... almost even with the road.

Every 15 minutes, Kris and I would go signal Nate and ask how he was doing. He kept asking how close the rescue team was, and Kris was truthful as to



IMSARU got a riverside warming fire going even though everything was wet Photo by D. Ritzenthaler

light. We could see the team on the other side but they were having trouble finding Nate. Kris radioed him: Maybe if he yelled they could locate him. That was a happy sound when we heard him. Now it was hurry up and wait as the team brought Nate back. We watched the slow movement on the other side, where people looked about an inch tall. As the sun came up I could see the terrain and couldn't believe how far down the river was.

At about 10:00 a.m. the team had Nate across the river and we received instructions on how to handle the ropes. We pulled steadily but slowly, stopping while ropes were reset, and repeating this process for an hour. Traffic was blocked as we pulled, vehicles being let through only while the ropes were being reset.

At 1 p.m., with a final big tug, Nate is back to the road. He is loaded inside the Crouch Ambulance and off he goes to Banks, where the weather allows transfer to Life Flight. But we're not done yet. Everything has to be packed back up. Everyone is tired and hungry. Our knight in shining armor doesn't show up on a white steed; instead it's Bill and Marty Lindenau in a white pickup truck complete with food and a grill.

I also want to say special thanks for the people who took time to teach a novice how to handle a rope.

their progress. Then we would go sit in the car for 15 minutes, thankful for that time with heat. Nate started being slower to respond and we worried about his condition. The fog had lifted, the stars were out and the temperature was below freezing.

At around 5 a.m., Nate didn't answer us for some 10 minutes. When he did, he sounded so weak that I wondered if the team was going to make it to him on time. Kris really didn't want to answer him when he asked how close the rescue team was to him, and we agreed it was important to keep his hopes up. As a member later put it, "Kris then lied through her teeth." It had started to snow and I had trouble seeing the other side.

By 6 a.m. the snow had stopped and it was getting



Can you see the two searchers on this side of the canyon?
(by the trees, lower right.)
 Can you see the injured man on the other side of the river?
(Neither could we.)

Photo courtesy of KBCI-TV

View from the River Canyon—Jeff Munn

Any plans for Hallowe'en changed when what we thought was going to be a simple rescue turned out to be about a 14-hour ordeal. Because of the subject's reported condition, we felt we had to go ahead in the dark. Bob Meredith, OL, designated Tim Henning as team leader; Tim, Dominick Merrell, David Ritzenthaler and Jeff Munn were the first team to descend to the canyon floor. Before heading down, we realized that we faced not just one technical problem but five problems: (1) To get down to the bottom of the canyon in the dark. (2) To get across the river. (3) To climb 500-700 feet to the patient. (4) To set up a lowering system to bring the patient down to and across the river. (5) To raise the patient to the highway.



Tim working on highline and trying to stay dry.
Photo by D. Ritzenthaler



Final adjustments before lowering the subject from his ledge.
Photo by D. Ritzenthaler

The first part of the problem was to get lots of equipment and us down to the river. We expected a big challenge, but it turned out to be mostly a long steep scree slope with a fifty-foot rappel in the middle. Upon reaching the river, we started looking for the best place to cross, as we were intending to wade across the river; this was the shallow season according to the locals. Finding what we thought to be a good spot, we stripped off our socks, replaced our boots, rolled up our pants and proceeded into the water. In about a minute, we found ourselves with water up to our knees, and our legs and toes were numb due to the very cold water. We decided this method of crossing the river was not

viable and built a fire to warm and dry ourselves. Our other choices included a helicopter (ha, ha), a bridge or—more practical—some sort of inflatable boat. (Kris Walker, where were you?) After several hours of waiting for such a craft, Jerry Newland, Ron Moomey, Dan Scovel, Martha Vandivort, Paramedic Dan Elmore of the Ada County Special Operations Team, and members of the Garden Valley Fire Department Swiftwater Rescue Team arrived at the river. Getting that inflatable kayak down the steep slope was apparently quite the ordeal. Tim asked Jeff to be the first one ferried across by Lt. Phil Palmiotto of the Swiftwater Team, and to take a

static line for a potential highline if needed. This was easier said than done because of the hydraulics of the water against the rope. Palmiotto repeated trips with the boat until rescuers and equipment were all safely across.

The next step was to determine which draw to crawl up. At this point, we still did not have an exact location for the subject. The crew up on the road used the laser sight on the deputy's pistol, asking the subject to tell them via FSR when it was aiming directly at him. Once this was determined, we began our hike up, made a bit easier by the IDT lights, but a lot harder by the scree that slid downhill under every footstep. The paramedic started two IV's and applied Ron's heat packs to help rewarm him; we then packaged him in a vacuum splint (which the IMSARU member who had carried it described as a hellish device to pack) and a



Sked for the slow trip down the mountain. As the subject warmed, he said his legs were starting to hurt—better news than “can't feel them”! The rocks were wet and slick and the dirt seemed to give way with every step. With two 300-foot pitches, we made it safely down to the river. Palmiotto practiced first with an uninjured person, then used the inflatable kayak to ferry the packaged patient across the water.

Those on top, supervised by Meredith, had set up a 4-to-1 mechanical advantage haul line and a belay line for raising the litter. Everyone not already committed elsewhere received quick instruction in rope handling and became part of the pulling teams. [Note: Everyone recognizes the effort needed for raising a loaded litter. However, there was a surprise for those pulling



the 900 feet of belay line with all its friction load—and no mechanical advantage system for that rope.] The tired team below had to manage the litter and persuade their tired legs to carry them and all that equipment back up to the road.

According to the evening news,



the subject was treated at the hospital for contusions on his back and mild frostbite, and released.

IMSARU members participating in the entire mission included Tim Henning, Linda Kearney, Tom Kearney, Bob Meredith (OL; also IC for latter part), Dominick Merrell, Ron Moomey, Jeff Munn, Jerry Newland, Dave Ritzenthaler,

Dan Scovel, Kris Scovel and Martha Vandivort. Brad Acker, Aimee Hastriter and Bill Lindenau went up Sunday morning and Bob Kline and June Lee brought hot coffee from their home in the area. George Gunn and Charlotte Gunn worked on in-town coordination.

Other agencies working on this same rescue were Boise County Sheriff's Office (Chief Deputy Bill Braddock as IC for the first part), Ada County Sheriff's Office, Garden Valley Fire District and seven members of their Swiftwater Rescue Team, Crouch Ambulance, U.S. Forest



Marty prepares the first hot food these tired rescuers have had in over 16 hours.

Photo by T. Henning

Service, Idaho Department of Transportation, Ada County Special Operations Team and Life Flight.

Notes:

1. During the successful evacuation, the black cloud hovering was that no one knew the location of the other two hunters (an adult and a 10-year-old boy) stranded beyond the river, and our people were going to be too exhausted to mount a search on Sunday afternoon. Kline took the hunter who had reported the problem and drove up and down the river road until they finally spotted the missing pair and were able to shout across the water to persuade them to remain where they were until help could arrive. The Swiftwater Rescue Team thought Meredith was making a bad joke when he told them they needed to move their operation downriver half a mile and ferry the other two stranded hunters across. It wasn't a joke and the tired team did their job professionally.



Subject is out but the cleanup continues in bad weather. Photo by T. Henning

2. The South Fork of the Payette River is a popular kayaking scene, though this stretch, between Big Falls and Little Falls, is avoided by even experienced boaters.



Hot food and drink brought out the sun and some smiles. Photo by D. Ritzenhaller

Without the professional skills of the local Swiftwater Rescue Team, this rescue would have been a different story.

3. This was the weekend of time change. For consistency, all times in this article are still in Daylight Savings Time.

4. Everyone felt good about the multi-agency effort that probably saved this young man from dying of hypothermia. But yes, there is still a lingering question. In Idaho, the local county sheriff is responsible for search and rescue. Boise County has a total of something over 7,000 residents. (No, the city of Boise is not in Boise

County but people from the urban areas go to Boise County to play.) Idaho Mountain Search and Rescue Unit is an all-volunteer group and a member of the Mountain Rescue Association; we never charge anyone for our services. The Garden Valley Fire Department and Swiftwater Rescue Team say they are not submitting a bill. The medical transport units will presumably charge the rescued man. But all other expenses will get dumped on the Boise County Sheriff's Office, which has a very limited total annual budget. How many such successes can the county afford?

ALL TRAINING IN THE COMING MONTHS IS ESPECIALLY IMPORTANT, AS WE PREPARE FOR M.R.A. RECERTIFICATION TESTS!

CALENDAR

Dec. 7	Winter SAR Tactics and Equipment—At the Compound	7:30 p.m.
Dec. 8	Garage Cleaning & Discarding of Junk—at the Compound	7:00 p.m.
Dec. 10-24	Gift-wrapping at REI—See information elsewhere.	
Dec. 11	IMSARU Christmas Party—See information elsewhere.	6:30 p.m.
Dec. 14	SAR Training—Winter Rescue—Tim Henning	7:30 p.m. At the Compound
Dec. 21	NO MEETING	
Dec. 28	Business Meeting	At the Compound 7:30 p.m.
Jan. 4	SAR Training—Over-snow Travel and Litter Transport	7:30 p.m. At the Compound
Jan. 11	Wilderness First Aid Class	At the Compound 7-10 p.m.
Jan. 13 (Thursday)	Wilderness First Aid Class	At the Compound 7-10 p.m.
Jan. 15	Wilderness First Aid Class	At the Compound 9a.m.— 5 p.m.
Jan. 16 (Sunday)	SAR Field Training—Over-snow Travel And Litter Transport	Time& Place TBA
Jan. 18	Medical Training—Winter Patient Packaging and Transport	7:30 p.m. At the Compound
Jan. 25	Business Meeting	At the Compound 7:30 p.m.
Feb. 1	SAR Training—Avalanche Safety and Rescue	7:30 p.m. At the Compound
Feb. 5	SAR Field Training—Avalanche Safety and Rescue	Time & Place TBA
Feb. 8	SAR Training—Winter Technical	At the Compound 7:30 p.m.
Feb. 12-13	SAR Field Training—Winter Technical	Time & Place TBA
Feb. 15	Medical Training—Medical Assessment & Care In an Alpine Environment	7:30 p.m. At the Compound
Feb. 19-20	Medical Field Training—Winter Evacuation	Time & Place TBA
Feb. 22	Business Meeting	At the Compound 7:30 p.m.

**S.A.R. TRAINING – ELT AND PLB – OCTOBER 16, 2004
--CHARLOTTE GUNN**

We seldom do the main search for aircraft Emergency Locator Transmitters, as most of the signals are located by other aircraft or by airport personnel who track down in a hangar the equipment that was set off by a hard landing or other non-crash event. However, now that the Personal Locator Beacon is on the market and using the same basic technology to send a distress signal via satellite, we suspect we will more often be the ones on the ground who pinpoint the individual who is lost or in trouble. So, after a Tuesday-evening class, we met at 8 a.m. on Saturday to do some field practice.

Instructor Jerry Newland, who has wide experience with ELT through both military service and C.A.P., had left a written scenario at the Compound: A plane en route to the little airfield at Prairie was missing with one person aboard. Jerry included the UTM location for the last SARSAT reading, and a description of the plane that sounded remarkably like his vehicle. We loaded our antennas, GPS's and radios into three vehicles and agreed to meet at Bonneville Point to see whether we could get any signal there. Even after installing new batteries, we couldn't get anything, so our next move was to start up the road to Prairie, stopping to check for signals at various points.

Driving around through the hills to find signal reception can be a long and frustrating exercise, but we had a secret weapon—Bob Meredith, who not only is very familiar with the equipment but also knows every inch of that area, including where there are and are not roads that might allow Jerry's access. (In fact, after we all found Jerry, he admitted that once he heard via our radio talk that Bob was part of the group, he moved the transmitter to a trickier location so that we wouldn't have too easy a time.) We stopped at Three Point Mountain and got a good strong signal but assumed we couldn't use that road because it leads to a gold mine that is being re-opened and there was heavy equipment working. Of course we really needed more than one signal anyway in order to triangulate and allow for signal bounces. Next stops were on the way to Willow Creek, at Willow Creek and at the summit beyond there. We had lost the signal. So back we went to a sort of road on the Prairie side of Three Point Mountain; walking up there with the antennas, we got good strong signals. Long-legged and energetic, Chris headed up to the ridge; the rest of us went back to the vehicles for better access.

It turns out that we could get around the heavy equipment on the gold mine road and go on up the rutted road to the top, where Jerry and Chris awaited. Once we all arrived, Jerry demonstrated and we all tried the technique of "body shadowing" to pinpoint the nearby transmitter. Bob got out his equipment and demonstrated how two antennas can be linked to make a super-size receiver, and told tales of some ELT trainings over the years in which errors (such as setting the transmitter at the base of a power-line tower) had prolonged a day's training. He even had a PLB to show us.

This was a great introduction to technology that requires a lot of practice and experience for mastery. Thanks to Jerry for setting up the training, and to experienced users Bob Meredith, Chris Harry and Jeff Munn for helping novices Linda Kearney, Kris Scovel and Charlotte Gunn.

We do wonder if any of those dozens of hunters we saw all over the place ever glimpsed any game except the other hunters.

CHRISTMAS PARTY – DECEMBER 11, 2004 AT 6:30 P.M.

It's that 🎵 time of 🎵 year when we get together to celebrate what we've accomplished, honor some who have contributed more than their share, express appreciation to the families who have supported our members, eat a lot, laugh a lot, and say "It 🎵 was a 🎵 very good 🎵 year!"

Location is the same as the past two years, the community center of the Western Village mobile home park at 9390 Ustick Road. Entrance is between pillars on the north side of the street, between the stoplight at Maple Grove and the one at Mitchell—across from Kimble Street and just west of Patricia Street. Once you turn into Western Village, the Community Center is on the right at the first corner. Judy and Woody Hart will again be our hosts. Jennifer Newland is setting up and will need a few strong arms to help with tables and chairs.

We start with a pot-luck supper, so bring a large dish of food to share. Table service, coffee, tea and pop will be provided. Also bring your spouse or special friend to meet some of the people and hear more about some of the events you've been talking about. There will be serious awards and not-so-serious remembrances of some outstanding moments, and a media show by the Newlands. All of us will help to clean up at the end.

Note: Special thanks to Jerry Newland's mother, who volunteered to recruit a friend or two and cover this evening's shift at R.E.I. so all of us can attend the party.

WRAP GIFTS AT R.E.I., DECEMBER 10-24, 2004 --CHARLOTTE GUNN

Once again, 'tis the season. And once again, R.E.I. is setting up a giftwrap table in their store where we will wrap all sizes and shapes in old topo maps or traditional gift paper (patron's choice) and decorate with our rustic handmade bows. Jennifer Newland is coordinating this event for us. Hundreds of bows have already been crafted by groups and individuals; hundreds more will be ready by the time you read this. It's a great fundraising event (we don't charge but do request a donation), public relations event and opportunity to finish off your own Christmas shopping while you're there.

And yes, once again we need volunteer help—no artistic talent required; if you can manipulate paper, scissors and tape, you are qualified. Friends, relatives and teenage children are also qualified. Jennifer will be calling you to cover the following shifts. Please say yes a couple of times.

Fri. Dec. 10 11a.m.-5p.m. and 5-9p.m.
Sat. Dec. 11 10a.m.-3:30p.m. and 3:30-9p.m. (Jerry's mom and friends will cover that latter shift during our Christmas party.)
Sun. Dec. 12 12 noon to 6p.m.
Mon. through Thurs., Dec. 13-16 noon to 2 p.m. and 6-9 p.m.
Fri. Dec. 17 11a.m.-5p.m. and 5-9p.m.
Sat. Dec. 18 10a.m.-3:30p.m. and 3:30-9p.m.
Sun. Dec. 19 12 noon to 6p.m.
Mon. through Thurs., Dec. 20-23 11a.m.-5p.m. and 5-9p.m.
Fri. Dec. 24 9a.m.-1p.m. and 1-5p.m.

FAMILY STRANDED IN PILOT PEAK AREA, OCTOBER 24-25, 2004 --CHARLOTTE GUNN

The Boise County S.O. called at 5:02 p.m. to say they had received a cell phone call from a man who was traveling with his wife and early-adolescent niece between Garden Valley and Pilot Peak on the previous day. Somewhere toward Pilot Peak their truck got stuck in the snow; during efforts to extricate the truck, the driveline broke. The subject stated that they were all O.K., had half a tank of diesel to run the truck for warmth, and had an FRS radio set on Channel 9 and Tone 9. He described the route they thought they had followed, and also stated that he had to walk half an hour uphill from the truck to get any cell phone coverage.

Those of us who were doing dog training south of Kuna scooted for home when the pagers went off and other members gathered at the Compound, thinking that a second night out on the mountain would be cold and uncomfortable for the family but knowing that we could not get there fast. Bill Miller of the Ada County Aerial Sheriffs volunteered to fly and I joined him as observer in the waning daylight. Three vehicles started up Highway 55 to Garden Valley with the plan of tracing the subjects' route: Jerry Newland and Dominick Merrell, Kris Walker and Ron Moomey, Everett Wood with two ATVs. Three other vehicles headed up Highway 21 to Idaho City, Centerville and Pioneerville to access the road the subjects thought they were on: Dan and Kris Scovel, Tom and Linda Kearney, Bill Lindenau with his ATV. Rod Knopp and George Gunn remained at the Compound to do in-town coordination.



Disabled vehicle in which a family spent two cold nights before being located by an air and ground search and extracted by Army National Guard helicopter. SOS painted in snow aided our spotter in plane.

Photo by K. Walker

At 7:25 p.m., we located the disabled vehicle from the air, verified by the bonfire out in the open and the strobe light on top of the truck. We radioed the lat/long coordinates to the Compound and made a couple of tight circles over the site, eliciting a phone call that “Your plane is right over us.” (The FRS communication was garbled; subject stated that their batteries were running out.) Bill and I returned to Boise Airport, feeling good about having done the easy part of the search.

However. The ground searchers still faced a long night of bad roads (almost every vehicle got



stuck at least once) and the difficulty of figuring out which of the spaghetti snarl of roads in that area would lead to the subjects’ location, which of course was not where the subjects thought they were. Kris, Ron, Jerry and Dominick were sure they could see the stranded vehicle’s lights flashing through the trees perhaps a mile away; unfor-

OL Gerry Newland uses the new satellite phone to keep the coordinator updated and get the latest on resources. Good gadget!

Photo by K. Walker

unately, it was on one knoll and they were on another with no road between. The four of them finally decided in the wee hours of the morning to try to get a couple of hours’ sleep and await daylight; Tom, Linda and Everett did the same at another location, with Tom and Linda starting home at 6:30 a.m. Bill made it back to town before 2 a.m. and Dan and Kris a little before 5 a.m. Rod remained all night at the Compound for phone and radio communications.

Sunday night was cold, with Boise’s first hard freeze of the sea-



Ron’s “little stove that could.”

Photo by K. Walker

son. Rod had to go to work despite no sleep; George returned to the Compound to take over as in-town coordinator. There was heavy fog in some valley areas but clear skies up where we needed to go, so Bill again flew me to the search site. This time our task was to locate the search vehicles and guide them along the roads—much easier to do from the air—to



Now just wait for the ride out.

Photo by D. Ritzenthaler

where the subjects were waiting: “Go back down to the meadow and turn right, then continue for about a mile.... No, not that intersection, the next one....” By now they had used some orange paint to add a big SOS in the snow beside the truck and recent communications indicated they were still in good shape physically but happy to know we were close. Chris Harry, Dave Ritzenthaler and Leni Sue Puckett joined the search and Bill Lindenau returned for the second day.



Our friends from the Army National Guard plucked our subjects from their wintry ordeal and whisked them back to civilization. Photo by K. Walker

By shortly after 9 a.m., our vehicles and searchers reached the stranded three, the nearby clearing with ten inches of hard-packed snow was chosen for a helicopter LZ, and Bill and I returned to Boise. The Army National Guard picked up the subjects and two of our searchers, taking the former to waiting relatives at Idaho City and our people back to Boise to waiting jobs. It was, however, 2:30 p.m. before the last of our searchers made it back to the Com-

compound. Many thanks to Bill Lindenau for waiting around and to Wendy Campbell, Jim Cooper, Phil Sander and Martha Vandivort for coming in to help unload and put equipment away. After such a busy long weekend, attendance was sparse at our Tuesday evening meeting, but

those present appreciated the subject's coming to thank us in person and tell us that all three of them were doing well. We were also glad to hear that he had been able to return to his truck Tuesday morning, install a new U-joint, and drive it out. Our own truck 903 had come out the worse for an encounter with a tree during this mission, and we owe a huge debt of gratitude to Chuck Bricker and the body-work guys at RMF for getting it back into service immediately. Note: A storm front moved through the area on Wednesday, and we don't want to even think about road conditions there since.

SEARCH AND RECOVERY – OCTOBER 23, 2004 **--CHARLOTTE GUNN**

The weather had changed from October's bright blue weather to October's chilly gray drizzle, so the pagers went off at 11:45 a.m. on Saturday. A 43-year-old male had been reported missing the previous morning, his vehicle had been found at the Swan Falls Overlook later that day, and searchers had been unable to locate him. The Ada County Sheriff's Office requested our help.



We were fortunate in being able to use the vehicles as anchors on this 150-foot pitch.

Photo by E. Wood

Most of our crew met at the Compound, while those of us who live on the west side of Boise responded directly to the scene. Well, semi-directly. Electrical power was out in a section of the city and non-functioning traffic lights on Overland Avenue added several degrees of meaning to "stop-and-go traffic." Our first crew arrived on scene at about 1:30 p.m. Search Manager George Gunn conferred with deputies and asked Wendy and myself to take Xena out through the drizzle to the canyon's edge and see what we could find while waiting for the remainder of our resources to arrive.

We peered over the wall at the edge of the observation point, found nothing, and chose to cross the fence and continue along the cliff edge on the downstream side. We hadn't been in the field more than twenty minutes when Wendy spotted color on the rocks below and to the side; binoculars confirmed the find.



The team struggles to package the subject 400 feet above the Snake River.

Photo by E. Wood

The subject was about 150 feet below the rim; it would require rope work to reach the site. We called base camp for additional resources. Team members looking for access routes and anchor locations discovered the subject's jacket on the edge, directly above his body and quite a way beyond where Wendy had first spotted him. Deputies called the BLM Ranger, who not only gave permission for us to move our trucks cross-country but came out and joined us. Kris W. set a rope and rappelled down (expecting to have to Jumar back up); he confirmed that the subject was dead. The cliff overhang for a straight-up haul was six to eight feet, so Kris scouted for other possibilities. It wasn't exactly a trail, but there was a game path of sorts that provided reasonably easy lateral access, with a short vertical at the top side.

We moved two trucks to a position above the ending point, rigged a 3-to-1 haul line and a belay line—both using vehicles as anchors, and lots of edge protection—and sent Chris, Dominick, Kris W., Phil O. and Martha over the edge with the litter and other equipment, while Brad remained topside to mind the systems. Ada County S.O.T. discussed systems



The recovery team makes the last technical pitch back up to the top.
Photo by L. Kearney

and safety issues with Brad, and loaned some equipment to those going over the cliff; Kuna Fire Rescue personnel supplied the manpower for the haul system; others moved equipment, took photos, and kept an eye on operations from differing vantage points. Meanwhile, family members had arrived in base camp, where Kris S. served as family liaison and George kept busy with radio and phone communications.

The litter crew reported that they felt safe and were tied in at all possibly dangerous areas, but they were more than happy to have two S.O.T. members help with that last vertical stretch at the top. The coroner made his examination, everyone pitched in to gather equipment and personal gear, and we returned to the Compound where Rod had hot pizza delivered for our debriefing.

IMSARU members included: Rod Knopp as in-town coordinator, George Gunn as Operations Leader, Brad Acker, Wendy Campbell, Charlotte Gunn with Xena, Chris Harry, Linda Kearney, Tom Kearney, Dominick Merrell, Phil O'Bryan, Phil Sanders, Kris Scovel, Martha Vandivort, Kris Walker and Everett Wood.

WILDERNESS FIRST AID CLASS IN JANUARY WILL BE TAUGHT BY RON MOOMEY. This is a 16-hour class, with 3-year certification. It will meet at the Compound, 7-10 p.m. on Tuesday, January 11 and Thursday, January 13, then finish on Saturday, January 15, beginning at 9 a.m. and finishing around 5 p.m. (Bring your lunch!) The fee is \$30 and registration deadline is December 14. Call Ron Moomey at 286-9428 for more information or to register. *(N.B. All field personnel are expected to have a current first aid*