

**WEB  
EDITION**

**RESCUE**

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

FOUNDING MEMBER:  
**MOUNTAIN RESCUE  
ASSOCIATION**



**MANTRACKING CLASS – MAY 8, 10, 12-13, 2007**

**--LORI THOMPSON**



Look closely and draw what you see.

—Photo by G. Gunn

Footprint—a mark that is left by everyone. It could be a footprint left by the first man on the moon or a print in the sand at the beach. Dan and Kris Scovel left their legacy print on IMSARU by leading our first-ever in-house 20-hour Basic Mantracking class, modeled on Joel Hardin’s guidelines.

The training session started with two evening classes and then continued over the weekend at Grayback Gulch Campground near Idaho City. Kris and Dan, aided by advanced students George, Carl and Linda, laid tracks for the rest of us on Friday evening. Class started bright and early Saturday morning at 8:00. Most of the students were novices and we learned the role of the three-person teams and how to use our tracking sticks. Each team headed to their designated track, which began with

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“signature prints.” For some of us, it was a challenge to draw this signature print well enough that it would help us follow the track. We then started out marking the heel of the next step, measuring the print and pointing out five distinguishing characteristics. This was done to **each** footstep. Although tedious, the exercise proved to be critical in training our eyes to notice the minute details.

It was very slow going and my team progressed about 20 feet in the first few hours. We all experienced the difficulty of losing the track and truly thought the person had levitated. When we got stuck, our instructors would ask ‘What does your stick say?’ and sure enough, we found our next track. As the day progressed, each team practiced new terms like scuff, bruising, and toe digs. The teams even came up with their own technical terms:

“**smooshage**” –the term used when foliage was smooshed (compressed) into the ground by the footfall

“**happy plants**” – the term used for plants that didn’t get stepped on and were still upright

“**aging**” – how our knees and back felt after bending over all day, looking at the ground. It is also used to describe how the track changed as the sun and weather modified the look of the footprint.

“**Found it!**” – occasional cheers as we located our next step

“**toeish**” and “**heelish**” – descriptions of indentations in the earth

“**What does the stick say?**” – OK, everyone knows that sticks don’t talk. However, if your stride-interval is measured on your stick, you have a pretty good idea of the area where that next footprint should be found.

We even tracked into the night using flashlights, and ended at around 10:30. Saturday was a long day; we had learned a lot and knew there would be no difficulty in sleeping that night. At 8:00 Sunday morning, we were at it again. However, Carl, Linda and Mac were challenged to decipher a scenario similar to a recent mission, and the rest of us had progressed enough that we only had to mark every 5<sup>th</sup> step. It went a lot faster, and there were cheers of jubilation when we made it to the finish line.



At the end of our line of sign.

—Photo by G. Gunn

During this weekend, not only did we study a lot of dirt, but we learned about identifying tracks over logs and rocks, in the mud and through pine needles. In addition to being introduced to the skills of mantracking, we learned the importance of the three-person team, got

to know each other in the unit better, and had some great laughs and stories to tell. We'll never be able to look at dirt the same way again.

Thank you, Dan and Kris, for your dedication and planning. Thank you, George, Linda and Carl, for your help in following our lines of sign. And thank you, Wade Kimball, for that Dutch oven-baked German chocolate cake.

Students included: Members Maureen Ericksen, Ann Finley, Charlotte Gunn, George Gunn, Linda Kearney, Tom Kearney, Carl Kidwell, Karen Limani, Ross Macintosh, Clint Matthews (VSAR), Vern Rae, Lori Thompson, Jimmy Yorgensen, and guests Irene Kimball and Jen Nicholas..

[Editor's Notes: Lori started her Saturday by noticing a tearful little boy who told her he was lost from his friends. It was pretty apparent that he had taken a wrong turn from the large number of boys at the nearby group camp, so Lori walked him back to where his friends were in sight. We'll have to get her a mission number.]

**THREE JERRYS SEARCH IN ALDAPE SUMMIT AREA—APRIL 19,  
2007  
--CHARLOTTE GUNN**

Boise County asked our help at about 11:30 a.m. to search for a 38-year-old male who had called his father via cell phone, reporting he had driven up to the Robie Creek area the previous night and his truck got stuck at the snowline. The father (first name of Jerry) repeated his son's directions to "go past a trailer and turn left."

Our Coordinator, Rod Knopp, called the Ada County Aerial Sheriffs and Jerry Terlisner volunteered to respond; our Jerry Newland agreed to fly as observer. Additional information from the family said that the father, searching in his pickup, had met a man on the Robie Creek Road who stated he was familiar with the area and would show him where the trailer was.

The two Jerrys in the plane were unable to find a vehicle matching the description of the missing man's. However, word came through in mid-afternoon that Jerry (the father) had picked up his son at Aldape Summit. The missing dark green vehicle was on the Ridge Road between Aldape Summit and the 8<sup>th</sup> Street Extension and probably could not be seen from the plane because it was in heavy timber. The subject was uninjured but was having some minor problems due to having missed medications.

In addition to Jerry and Jerry, Tom Kearney, Carl Kidwell and Owen Miller were on standby for rapid response if needed, while Rod handled the in-town coordination.

**LOVERS' QUARREL – MACKS CREEK ROAD – APRIL 1, 2007**  
**--CHARLOTTE GUNN**

Pagers went off at approximately 6:30 p.m. for response at 7:30 p.m. A 22-year-old female was reported missing by her boyfriend. He said they were camping at about milepost 6 on Macks Creek Road, had a quarrel and she said she was going to walk out. He “threw stuff into the camper” and followed her along the road in the vehicle, trying to convince her to get in. She reversed direction and walked the other way. He then had to drive several miles in order to find room to turn the truck and camper trailer. He was unable to find her along the road. This was at about 10 a.m. He “drove up and down the road” and stopped people coming out of the area to ask, but found no sign of his girlfriend. He then drove down to Boise, dropped off the trailer, reported her missing (at about 4 p.m.) and said he would be at the home they share in Kuna.

It was just starting to rain in Boise as 21 searchers left the Compound, and the rain increased as we drove up to a large parking area on the Macks Creek Road, a bit short of the reported camping spot. By the time we unloaded ATVs and sent out our first mantracking team, it was dark and muddy and raining steadily. Fortunately, the sheriff used our SAT phone to ask his dispatcher to contact TV stations and announce the search for the missing woman. Multiple teams were ready to head out into the mud and rain when word came back that someone had reported the subject was safe in Boise. Rod tracked down the caller for confirmation, and then told us we could come back in out of the rain. The only *very slight* disappointment at the cancellation was that we never got around to eating the hot dogs and pop (leftovers from a family outing) that Jeremiah had offered to the group.

Responding were Jeremiah Clever, Paul Clever (applicant), Danny Cone, Ann Finley, David Gomez (2 cycles), Tamara Gomez (guest), Charlotte Gunn with Xena, George Gunn, Carl Kidwell, Linda Kearney with Smokey, Tom Kearney with Breeze, Wade Kimball with ATV, Karen Limani with ATV, Bill Lindenau with ATV, Mike Mancuso, Jerry Newland (O.L.), Dan Scovel, Kris Scovel, Lori Thompson, Rick Thompson, Everett Wood. Also present were Sheriff Drew Bodie (I.C.) and Forest Service Officer Breck Young.

Did I mention that it was dark and muddy and raining?

**IT'S ALMOST TIME FOR THE CORN BOOTH!!**

O.K., so the Western Idaho Fair doesn't open until August 17. But we've already contracted with Don and Donna Hefner of Volcanic Farms to supply the corn fresh each morning, turned in paperwork to the Fair Board and paid our basic fee, and started lining up tasks to be done. Tom Kearney has volunteered to be in charge of the booth set-up and take-down (THANK YOU, TOM) but he will need lots of help. We will be setting up the booth on the weekend of August 11-12, selling corn every day from the 17<sup>th</sup> through the 26<sup>th</sup>, and then taking the booth back down for storage.

The Corn Booth supplies about half of our yearly budget, and it demands a huge investment of time and energy. All members need to mark your calendars now and plan to volunteer for at least a couple of shifts. It's also time to start talking to your spouses, teenage children, friends, neighbors and co-workers about volunteering. You'll be surprised how many people will really

enjoy working a shift or two if you just ask them. (We need half a dozen people on weekday early shifts, eight to twelve for each evening shift and a dozen people on weekend days.) No, we don't pay any of our workers, but they do get to eat delicious free corn during their shifts.

**“I RUN THE BODY ELECTRIC”  
THE RACE TO ROBIE CREEK – APRIL 21, 2007  
--JEREMIAH CLEVER**

This year's Race to Robie Creek seemed to go off without a hitch. We had enough volunteers for all our stations, and worked well with Mores Creek Ambulance personnel as well as with the Ada County paramedics. We used our new Mobile Command Post trailer at our finish line station, and it worked well. We treated only a few minor medical problems, as all the runners and walkers made it off the course without major incident.

As a new IMSARU member, it makes me glad to see so many people out there who are willing to give their valuable time and skills without compensation to help the community.

IMSARU volunteers were: B.J. Avila, Hayley Bahr (VSAR), Zandra Baldwin, Jeremiah Clever, Ann Finley, Collin Garner, Linda Kearney, Tom Kearney, Carl Kidwell, Karen Limani, Bill Lindenau (ATV rover), Clint Matthews (VSAR), Owen Miller, Ron Moomey, Jeff Munn, Wyatt Nebeker, Jerry Newland, Jeff Pile, Tom Wheless and Everett Wood.

**BOY SCOUT JAMBOREE IN NAMPA—APRIL 14, 2007  
--LINDA KEARNEY**

I was talked into filling in at an event for the Boy Scouts by Tom, who had signed up for a SAR Conference in Reno the same weekend as when he had said he would take his search-dog-in-training Breeze to meet the Scouts. Ann was gracious enough to go with me. We started off early. (Had to stop at Starbucks. If we were going to answer questions from Boy Scouts, I figured we had best be as awake as they would be after sleeping overnight at the Nampa school.)

Scout Masters are great to work with; they asked us if we preferred to be inside or out, and set up the table for us. Ann and I figured that, with the cool breeze blowing, inside was a good place to be. We were set up in the center of the room; no one was going to get past us...not that anyone seemed to want to.

But it wasn't Ann and I that were getting the attention; it was the third girl that was with us. Breeze is an eight-year-old German Shepherd and she was lying on her back with her front feet folded down, waiting for the belly rubs to come. (We carry animal crackers for the children to feed to the dog; that way it's OK if the child pops the treat into his own mouth rather than give it to the dog. Can you imagine the look on the parents' face if it was a real dog treat or an old piece of hot dog?)

Many visitors asked if we could show what she did, so we went outside and obliged. I sent the first subject off to try to hide from Breeze and he crawled under an ambulance. Breeze made quick work of that one; went right under the vehicle and nailed him with puppy-kisses. After four of these demo searches, we let the kids play tug and toss with the dog. All had a great day.

## THANKS FOR YOUR FINANCIAL SUPPORT

The following individuals and groups made cash donations in the past two months:

**In memory of Charles Scovel:**

***Marie Scovel***

***The Sher Family Fund of the Seattle Foundation***

***The Fraternal Order of Eagles Auxiliary 3691***

***The Capital City Kennel Club***

These groups and individuals made in-kind donations:

***Robert McMath of RJM Electronics*** digitized training slides for use with more modern technology.

***Ryan Gentry and Monte McEvoy of Gentry Ford-Subaru of Ontario*** spray-lined the floor of our new Mobile Command Post trailer.

***Dan Stattner of Stattner Urethane*** sprayed insulation in the Mobile Command Post trailer.

***Valleywide REACT*** donated a mobile CB radio for the Mobile Command Post.

***SIGNCO of Nyssa, OR*** supplied magnetic backing for vehicle signs at cost.

***Rusty Smith of Ontario Tool and Rental*** sold us a rebuilt Honda generator at parts-only cost.

As always, we appreciate more than we can say these people who help keep us ready for the calls to help those in trouble. We are a 501(c)(3) corporation. All our members are volunteers, with no paid staff, and we spend a lot of hours on fund-raising projects to support our training and safety education programs, mission costs, organizational expenses and group equipment. Donations like those above are both financial and morale boosters.

### WE CLEANED UP – APRIL 28, 2007

--CHARLOTTE GUNN

Our Facilities Director, Carl Kidwell, had a list of projects that needed to be done and had already reserved some equipment to help do them. Various people burned weeds, mowed grass, collected and hauled trash, washed trash cans, scrubbed and polished the floor, painted the trim around the bathroom door and installed the new keypad garage door opener. As a reward, Carl provided burgers, hotdogs, chips, potato salad, and barbecued chicken that Wade cooked in his Dutch oven. Thanks to all who worked. To those who couldn't/didn't make it on this day, please talk to Carl about other tasks that still need to be done and volunteer to take care of at least one of them yourself. [Perhaps only those of us who migrated from the old Red Cross Building to the new Public Services Building to Vista House before acquiring and converting this property can *really* appreciate the luxury of having our own home, but we hope all members realize that maintenance needs are constant and that the Facilities Director's job is to organize—not to do—them.]

Participants included Josh Nichols, Clint Matthews, Mike Mancuso, Wade Kimball with wife Irene and friend Jen, Carl Kidwell, George Gunn and Charlotte Gunn.

**CALENDAR**

UNLESS OTHERWISE LISTED, ALL MEETINGS ARE AT THE COMPOUND

June 8-10	ISSAR Meeting	Twin Falls
June 12	K9 Handlers' Meeting SAR Training – Navigation—Tim Henning	6:00 p.m. 7:30 p.m.
June 14	THURSDAY—SAR Training—Navigation	7:30 p.m.
June 16-17	SAR Field Training – Navigation & <b>Bivouac</b> —Tim Henning	Time & Place TBA
June 19	Medical Training	7:30 p.m.
June 26	Business Meeting	7:30 p.m.
June 30	K9 Training – Call Ann Finley at 336-1485	
July 3	NO MEETING—ENJOY THE HOLIDAY	
July 10	SAR Training – Water Crossing Safety—Kris Walker	7:30 p.m.
July 14-15	SAR Field Training – Water Crossing Safety —Kris Walker	Time & Place TBA
July 17	Medical Training	7:30 p.m.
July 24	General Meeting (replaces the July 3 meeting)	7:30 p.m.
July 28	K9 Training – Call George Gunn at 378-7787	
July 31	Business Meeting	7:30 p.m.
<b>NO TRAINING IN AUGUST, DUE TO OUR WORK AT THE FAIR</b>		
Aug. 7	Clean and load Corn Booth for Western Idaho Fair	7:30 p.m. At the Compound
Aug. 11-12	Set up Corn Booth	Start at 8 a.m. At the Fairgrounds
<b>August 17-26</b>	<b>Corn Booth at the Western Idaho Fair</b>	<b>10 a.m.-midnight daily</b>
August 27	Take down Corn Booth – Meet at the Fairgrounds as soon as you get off work. People will be there from 3 p.m. on.	

## **MISSING ATV RIDERS – SCOTT MOUNTAIN AREA – MARCH 31, 2007 CHARLOTTE GUNN AND LINDA KEARNEY**

Four men reportedly left with ATVs at 7 a.m. on Friday, March 30, for “the Deadwood area” to fish and explore. When they had not returned by Saturday morning, a wife reported them missing, stating that it was not unusual for her husband to return at midnight or later from an outing but that he was always back by morning. A BCSO deputy found the red Dodge pickup and ATV trailer at the intersection of Highway 17 and the Deadwood Lookout Road. At least two of the subjects reportedly carried matches and lunches. Clothing descriptions were not available, but family members indicated that they may have been lightly dressed.

Responding were Todd Culley, Collin Garner (2 snowmobiles), Tom Kearney, Linda Kearney (air observer), Carl Kidwell, Bill Lindenau (ATV), Dan Scovel, Kris Scovel, Everett Wood (2 ATVs). Danny Cone (ATV) and Jerry Newland (2 snowmobiles) headed directly to SAR base. Ada County Aerial Sheriffs pilot was Joe Corlett. Incident Commander was Sgt. Steve Dorau, BCSO 2233. In-town coordinator was Rod Knopp.

Cancelled at 1 p.m. Subjects said they had all machines stuck but would get them out by themselves—no help wanted.

The only IMSARU member who had any real adventure was **Linda Kearney**, who says:

“DISCLAIMER: Give me a K9, map and compass, GPS, or about anything else—but don’t give me a radio” [that doesn’t communicate with anyone.]

Now that I have cleared the air on that, let’s get on with the story. It was a beautiful warm, sunny Saturday when the pager went off. I said “sure, I can go up in the plane.” I took the class, have been up in a small plane and did fine. I reported to the Compound at 11:30 a.m. and picked up the equipment: knee pad for writing notes, radio, assignment page, FRS radios and instructions on how to drop them if needed.

Arriving at the airport before the pilot, I had time to go through my pack. He got the plane ready and we taxied down the runway but had to wait for the Blackhawks to take off first, then we were airborne. It was really gorgeous up there. The pilot asked if it would be OK to invite the Blackhawks to join in the search. It sounded like a great idea to me. He radioed them; they were getting training time in so they agreed. By now we were flying above Deadwood Dam. The lake still had ice on it and plenty of snow in the hills around it. We were looking for ATV tracks vs. snowmobiles—not easy to do at 9,000 feet, but we needed to stay up because the Blackhawks were below us. And what a sight it was! The helicopters looked about two inches long.

One of the Blackhawks caught sight of the pickup we were looking for. People were getting into it, so we figured out that the mission had been called off. I had stepped through the radio channels but never heard anything. I finally gave up on the radio and we headed for home, with the helicopters on the right side of the plane at a good distance. I’d never seen anything like it—the mountains, the Blackhawks, the sun shining...the thrill of flying doesn’t get any better.

It was after we landed that we learned the mission had been cancelled shortly after we were airborne. So much for modern radio communications!

## **RENO SARCON PRE-COURSE — ATV TRAINING —WADE KIMBALL**

Class started with a presentation covering the various aspects of ATV safety and the requirements of the Washoe County Specialized Vehicle Unit (SVU). Their goal is to make the SVUs self-contained in case of breakdowns or problems, and their list of requirements is impressive.

This course provided valuable information for all riders. The highly experienced riders covered minimum gear that should be taken on a search. The completely green riders learned basic body position, posture and what can be expected from an ATV. I would highly recommend this course to IMSARU members that are interested. Don't forget your safety gear and your four-wheel drive ATV.

After a half day inside, watching the various exploits of the SVU, it was our turn to try the challenge course. Finally! Dragging the ATV to Reno was going to payoff. Prior to being allowed in the challenge course everyone was required to describe the components of his ATV. Out of the 20 or so ATV's, mine was the only one NOT a four-wheel-drive machine. There is a lesson in this later.



The challenge course consists of ten activities:

- |                                     |                        |
|-------------------------------------|------------------------|
| 1 – Show proper weight distribution | 6. Sidehill riding     |
| 2 – Backing-up                      | 7. Downhill riding     |
| 3 – Parking on an incline           | 8. K-turns             |
| 4 – Turning                         | 9. Log crossing        |
| 5 – Uphill riding                   | 10. Off-camber (bumps) |

I easily completed all these tasks except uphill riding. My ATV could only make it 4/5ths of the way up the test hill and then would lose traction in the loose shale rock. This turned out to be a great object lesson in what to expect from your machine. In short, the training course was not too difficult. It allowed the riders to demonstrate basic skills on an ATV. Everyone except me easily completed the course on their four-wheel drive machines.

## **RENO SARCON PRE-COURSE OVERVIEW OF HELICOPTER AIR SUPPORT AND BASIC SAFETY --DANNY CONE**

This was the only class held at the Reno Stead base, with all others at the Regional Public Safety Training Center. The first four hours were classroom presentations by the military, CAP and Care Flight, with an all-important safety overview. Graphic video reinforced such rules as always wait for a crew member to signal before approaching, carry gear low and horizontal, and always crouch and hold

your hat. (I learned that some helicopter rotor blades can flex within five feet of the ground...how tall do you want to stay?) Basic rules to pass along are (1) Watch, listen and pay attention. (2) Watch, listen and pay attention. (3) Watch, listen and pay attention.



The N.A.S. Fallon SAR HH-1 N Bell 212 crew put on a very informative and interesting presentation of their capabilities and equipment. The Bell is equipped with an electric recovery winch, a lot of medical equipment and rescue gear, a custom Stokes with stainless cables and crew members who are certified rescue swimmers. Best of all, they will come to Idaho if it's a matter of life and death.

I brought home information on LZs and current hand signals. All agencies represented will operate only in v.f.r. conditions, and also use night vision. With this, at three miles, they can see a cigarette lighter or a cell phone screen flipped open!

After lunch, the Bell crew demo included a two-man rappel and retrieval. Man, what an e-ticket ride that is! (For those of you who remember what an e-ticket was.) There were a lot of static displays, and we even had a high-speed approach and hover by a Chinook. The Washoe County Sheriff's Office displayed one of their RAVENs with all its toys, including a 3-million-candlepower gold-plated reflector remote spotlight and the flir camera and infrared unit with remote viewer.

I came away from the Reno SARCON with twenty hours of training and six certificates, after a great learning experience. Tom Kearney, Carl Kidwell and Wade Kimball also attended this pre-course. [See other SARCON articles.]

## **RENO SARCON 2007**

**--CHARLOTTE GUNN**

Having thoroughly enjoyed multiple years of Reno SARCON, we were delighted at its renaissance this year. The classroom facilities at the Training Center were great and they even fed us more than advertised (generous hors-d'oeuvres Friday evening and fruit-and-pastry breakfasts Saturday and Sunday, in addition to the promised Saturday lunch). Besides the full-day pre-conference classes in SAR ATV and helicopter familiarity [see separate articles on these], there were about half a dozen classes going on simultaneously all day Saturday and on Sunday morning. My personal favorite was "Missing At-risk Elderly Patients" by Kimberly Kelly, but we also had to choose among Managing Land Search Operations, Track Aware, Working with Search Dogs, Wildlife Attacks Responsibility of the First Responder, Patient Packaging, Crime Scene Preservation, etc., etc., etc. The most common criticism was that classes needed to be longer for all the material to be covered.

Many thanks to Washoe County, especially Sgt. Russ Pedersen and Dep. Mike Matthews, for spearheading this event, and to the dozens of others who helped make it possible.

Oh yes, one other suggestion: Please don't schedule it around Friday the 13<sup>th</sup> in the future. Some readers with long memories may recall that some IMSARU member always has vehicle problems en route to SARCON at Reno. So some unnamed participant quipped earlier in the week that vehicle difficulties are traditional and wondered who would be the unlucky one this year.

Wade lost the lights on his ATV trailer and had to do repairs. The Gunns' motor home quit in Winnemucca—needed a new transfer case. After arrival in Reno, the Scovels' Suburban also lost its transfer case. When the conference ended, four people and Xena returned to the Boise area in the Scovels' rented minivan, leaving the Suburban in Reno and the motor home in Winnemucca. As Carl and Tom pointed out, once we were past midnight on Friday the 13<sup>th</sup>, everything went smoothly; the water even came back on in the barracks.

### **RADIO SURVEYS IN PREPARATION FOR RACE TO ROBIE CREEK --TONY BARRETT**

Radio communications challenges always seem to crop up during the Race to Robie Creek, as parts of the race course wind through narrow steep canyons that are pretty much “black holes” for VHF radio signals (which typically require a “line-of-sight” to be reliable). Ed Fuji (ham operator for the “Sweep” vehicle during the race), Carl Kidwell, Clint Matthews, Jimmie Yorgensen and I met at the Compound on April 11 with three main goals: to verify ham radio coverage of the course using the HP BARC VHF repeater, to see if APRS might work well in this area, and to map the trouble spots for IMSARU station-to-summit communications.

At the Compound, we consolidated into three vehicles, making sure we had working ham and IMSARU radios, as well as a GPS receiver, in each vehicle; we also installed an APRS transmitter in Ed's truck. Ed parked at the starting line while the rest of us drove the course, keeping a log of GPS waypoints. Jimmie and Carl checked in via the HP BARC ham repeater every quarter mile or so until Jimmie was paged for a Red Cross emergency. Clint and I logged APRS data and made notes about voice radio signal quality. After we set up a high-gain antenna on the summit, Ed drove the course and we logged his progress. The only really tough area for communications started about three miles on the Boise side of the summit and lasted for about a mile and a half. We learned that, due to multiple network entry points, the entire course is well covered by APRS. We all returned to the Compound by mid-afternoon.

On Thursday, Martha Vandivort worked with me to really wring out the IMSARU radio coverage capabilities for the Robie Creek Race course. On Tuesday, April 17, Jerry Newland helped us upload all of Martha's GPS waypoints into some text files and plotted all her waypoints on topographic maps, using the MapTech software. He then printed the maps for each of us. On Friday, April 20, I met Dan Scovel and showed him how to install and operate the APRS receiving system to display the latitude, longitude, distance, bearing, course and speed of the Sweep vehicle driven by Ed, with automatic updates every minute or so.

I want to thank Ed, Carl, Clint, Jimmie, Martha, Jerry and Dan for their help with this project. Clint deserves a special pat on the back for his tireless and very accurate data logging efforts. Getting all the data typed into the laptop in real-time made the analysis easy.

**MISSING FROM KIRKHAM HOT SPRINGS – MAY 19, 2007**  
**--CHARLOTTE GUNN**

Late Saturday morning, a Boise County deputy was called to the Kirkham Hot Springs campground for another matter. While he was there, some individuals told him their friend was missing. They had last seen the 34-year-old man at about 2 a.m., when he left the hot pool “with a bottle of firewater in his hand” to return to the campground, some 100 yards or less away. He was not there when they arose on Saturday morning, but the missing man’s wallet was still there. Calls to addresses listed in his wallet went unanswered. The Boise County S.O. asked us to respond for a search.

We checked in at the Sheriff’s Office in Idaho City, where we got some additional information, then headed on up Highway 55. We were just a few miles short of Lowman when a deputy flagged us down and said the missing man was at his sister’s house in Nampa. How he got there was not yet known.

We returned home via Garden Valley, where some of us indulged in ice cream bars, and Horseshoe Bend. It was a pleasant day for a drive into the mountains, though some of us might have preferred to use the 5-1/2 hours for other activities.

Members included: Danny Cone with ATV, Charlotte Gunn with Xena, Tom Kearney with Breeze, Carl Kidwell, Ross Macintosh, Clint Mathews (VSAR), Owen Miller with trail bike, Dan Scovel (O.L.) and Kris Walker with water equipment.

**EASTERN OREGON SARCON – APRIL 21, 2007**  
**--CHARLOTTE GUNN**

This was not an instruction-and-training day, but a time for sharing information among SAR units that are geographically close and talking about organization and communications. Oregon counties represented included Baker, Grant, Harney, Malheur, Umatilla, Union and Wallowa. There were also officials from the Office of Emergency Management, Forest Service, BLM, Life Flight, and we appreciated being invited to meet with these colleagues. (For readers from farther away, a quick look at the map shows that eastern Oregon and southwestern Idaho are much closer to each other than to other parts of their own states.)

Each group gave a short presentation about themselves, including their membership, equipment, skills, communications and response procedures. We discussed the need to prepare ahead of time for multi-agency missions and the advantages of training together and sharing ideas. Everyone agreed that we need to know how to contact each other for mutual aid resources, and that this kind of get-together should happen at least annually.

In addition to the discussion sessions, several units had their equipment and vehicles on display, and Wallowa County members demonstrated the kinds of problems for which they are training their search dogs—cadaver, air scent and tracking/trailing.

Many thanks to Eastern Oregon University for the great facility, to Union County SAR for making this happen, and to the many individuals who worked so many hours to make it possible. We hope to keep in touch for our mutual benefit. (And we are a bit embarrassed that a local paper gave so much space to IMSARU when this was very much an Oregon event.)

## **MISSING MOTORCYCLE RIDER – MAY 11, 2007** **--CHARLOTTE GUNN**

A 27-year-old male was reported to have been motorcycle riding in the Deer Point area with a friend the previous day. At some point, the two became separated; the friend returned to town but no one had heard from the subject. A deputy had located the subject's pickup, parked near the towers at Deer Point.

We dispatched seven searchers in four vehicles, to approach the area from different directions. The Ada County Aerial Sheriffs supplied a fixed-wing aircraft and we sent an aerial observer. The flight lasted about eleven minutes, as the subject walked out and was picked up by family members. An unofficial quote said the subject had "no idea where the cycle was."

Members responding were: Jimmie Yorgensen, Everett Wood with ATVs, Rick Thompson, Carl Kidwell, Tom Kearney, Linda Kearney, Tim Henning, and Charlotte Gunn (aerial observer). The pilot was Bill Miller, and George Gunn handled in-town coordination.

## **HIGH-LINE TRAINING – APRIL 14, 2007** **--RICK THOMPSON**

How does it feel to hang from a rope 300 feet above a spectacular waterfall and then be pulled



back and forth across that waterfall by fellow SAR members? Eight Technical Team members and two others found out at Smith Falls near Prairie. Most of us met at the Compound early Saturday morning and traveled to Smith Creek, where we

It's an exciting ride!

—Photo by B. Meredith

met Bob and Owen. For those who have never seen Smith Creek and the falls, it is worth the trip. After we arrived at the training site, the real work began—hauling all the needed equipment to the edge of the cliff. Each trip, the gear got heavier and the trail got longer. Finally, all was ready and Eric took the lead in making assignments to team members. Bob oversaw all preparations, made very helpful suggestions throughout the set-up and took a myriad of pictures. A huge buried rock served as our primary anchor for the two ropes of the main transport line. Bob did remind everyone to check for rattlesnakes before reaching into any cracks to place anchors. Two team members were sent across to the opposite side of the canyon.

Our fearless leader, Eric, was given the honor of shooting the line across the canyon—which he did on the first try! It took the better part of three hours to set up the transport lines, tag lines and the raise and lower line. The high-line was rigged to allow lowering a team member or a litter down into the canyon and then retrieving the lucky soul. For those who attended the classroom training the previous Tuesday and saw Bob’s presentation on how complex a high-line is, the proof was made clear on Saturday. In total, we used six ropes, numerous prusiks and pulleys, and yards of webbing. As in all of our SAR training, the classroom provides a basic understanding, but to truly learn a skill or technique there is no substitute for hands-on training.

When the high-line was completed, we took a well-deserved lunch break—complete with veggie tray and healthy dip provided by Bob. After lunch, Josh volunteered to be the first across. He was strapped in and sent on his way. On his return trip, we lowered him as far as possible into the canyon. (Unfortunately, the rope was too short to lower him all the way to the creek.) After Josh’s safe return, all of the tech team members took a ride on the high-line express. Even Clint held his concern about high places in check and rode the line.

The most time-consuming part of the whole training exercise was sorting all of the gear that had been used, matching it together into the proper kits and re-packing it into 901.

Attending the training were Tech Team members Casey Calico, Aimee Hastriter, Owen Miller, Josh Nichols, Phil Sanders, Rick Thompson, Eric Zuber and Technical Director Bob Meredith. Regular members attending were Clint Matthews (VSAR) and Tom Wheless.



**Trackers wait for their next assignment at mantracking class. May '07**