

WEB EDITION

RESCUE

IN THIS ISSUE:

Body Recovery via Helo	-p. 1
Stranded Hummer & Rodeo	-p. 5
Stranded Suburban	-p. 10
Tracking Trainings (2)	-p. 12

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

FOUNDING MEMBER:
**MOUNTAIN RESCUE
ASSOCIATION**



PLANE CRASH RECOVERY – JUNE 8, 2009 --OWEN MILLER



Bob Meredith leaves the scene.

—Photo by O. Miller

Elmore County Search & Rescue requested IMSARU's tech team to assist in the body recovery of a pilot following a plane crash near Atlanta. The crash site had been located the previous Friday, about 9 miles north of Atlanta, above Browns Lake in the Sawtooth Wilderness Area at an elevation of about 8,700 feet, but teams had been unable to reach the site due to bad weather and steep terrain.

A team of six members, Jeff Berger, Mick Berger and Ronnie Pruet from Elmore County SAR, and Bob Meredith, Owen Miller and Josh Nichols from IMSARU, met at Gowen Field around 9:30 am on Monday morning to begin briefing for the mission. The initial plan on Sunday night was to fly to the crash scene aboard an Idaho Army National Guard Blackhawk and be dropped by hoist to recover the body (Plan v1.0). By Monday morning the plan had changed to having the National Guard drop two PJ's to the scene for the recovery and SAR members would be along simply as observers

and as a back-up team (Plan v2.0). As soon as the team arrived at Gowen they learned that the plan had changed yet again and the PJ's would not be recovering the body. After much discussion and planning, everyone decided that it would be best to load both helicopters and survey the area (Plan v3.0).

During the mission planning brief the team talked about a number of scenarios. The emphasis of the mission was safety and the plan was very fluid as everyone tried to balance time, weather, safety, and resources. The National Guard was amenable to hoisting the body from the site if the team could hike to it from a suitable LZ and package the body. They would then hike back to the LZ to be picked up (Plan v4.0). The pilots wanted to drop the team at an LZ they spotted the previous day, about 2-1/4 miles from the crash site. All involved felt that this would have the lowest risk to everyone. The family made it very clear that they did not want anyone to take any unnecessary risks in our attempts to recover the body. The final plan that developed out of the mission planning brief was to survey the scene by helicopter so that the team could get a feel for the terrain. If the area looked good, a suitable LZ could be found closer to the crash site, and the team felt they had the equipment necessary, they would conduct the mission (Plan v4.1). Otherwise, the team would return to Gowen Field, reassess their options and plan for the mission at a future date. The six ground-team members split into two teams, with Bob and the three Elmore County members in the first helicopter (Chalk 1) and Owen and Josh in the second helicopter (Chalk 2) along with Elmore County Sheriff Rick Layher, an ECSO Sergeant and ECSO Detective aboard so that they could survey the scene (Plan v4.2).

Teams loaded equipment and departed Gowen Field around noon; we were told to pack light due to the high altitude and limited space aboard the aircraft, but also be prepared to spend the night on the mountain should weather conditions preclude a return flight to Boise. Each team member had a slightly heavier than normal 24-hour pack with bivouac gear, as well as one additional bag of climbing equipment, webbing, and one rope for the team.



En route from drop-off point to crash site.

—Photo by O. Miller

The flight to the crash site was about 25 minutes. The helicopters alternated between hovering near the wreckage to survey approach routes and flying around the scene to locate suitable landing zones. On the first pass, Chalk 2 with Josh and Owen aboard located a promising LZ in a narrow saddle east along the ridgeline from Browns Peak around 9,000 feet in elevation. This LZ would allow the team to traverse the mountain for approximately ½ mile and descend about 300 feet to the crash site. During the survey, it appeared that the best approach to the wreckage was from above. The pilots continued to move closer to the saddle, assessing wind conditions and power requirements for a safe landing. After checking with Josh and Owen to see if they felt the spot was suitable for launching the mission, the decision was made to land and drop them off. Once Josh and Owen were on the ground, Chalk 1 approached and landed, dropping off Bob and the Elmore County Team. We established communications with the helicopter pilots through IMSARU primary frequency, and contacted Elmore County SAR through a Forest Service repeater in the area. As the helicopters returned to base for fuel, they radioed the ground team to ask if they could evacuate the body to the edge of Browns Lake below where it would be more open for hoisting along with one member of the ground team (Plan v4.3).

Wanting to move fast and light, the team opted to drop bivouac gear near the LZ and began the traverse to the crash sight. Josh led the team (which was later determined to be a flaw in the plan because it is really hard to follow him while post-holing across a snowfield, due to his long stride length). After crossing several snowfields and several boulder fields, the team moved around the final spire to the crash scene. It took a little over an hour to arrive. The team searched for any notable evidence but the crash scene left few clues as most was consumed by fire. Trees on the rock spire 70 feet above the impact point were scorched. There were only small pieces of the aircraft left. The team took pictures of the scene for evidence and began the somber task of packaging the pilot's body for evacuation.

By 3:00 pm the team was ready for pick-up. With eyes on the ground at the scene, the team felt the best option was either to hoist or long-line the body from a small, flat area about 75 feet from the crash site. With the equipment and personnel on scene it would have taken a great deal of time and effort to lower the body down a snowfield about 800 feet to the edge of Browns Lake. The team had some difficulty in speaking to the Guard pilots to discuss the latest plan (Plan v4.4). They were finally able to speak directly to Chief Briggs via cell phone, courtesy of a State Communications phone patch, and the final plan was developed. (Thank you, State Comm.!) Bob and Mick would remain at the site with the body and be hoisted aboard the helicopter. Jeff, Josh, Owen and Ronnie would begin hiking back to the original LZ and be picked up by the second helicopter (Plan v4.5). On the phone patch through State Comm. the team asked the Guard crews for a 90-minute window and pick-up time was set for 4:30 pm. It took about 75 minutes to hike back to the original LZ and gather the gear. After the pickup, Chalk 2 remained on scene while the hoist operations were conducted. Everything went off without a hitch and the 25-minute flight back to Gowen Field was quick, with all of the team members pleased to not be spending a night on the mountain. The helicopters touched down at Gowen a little after 5:00 pm and the team met with the family of the recovered pilot. The family was extremely grateful of the work of the volunteers and publicly thanked the team in front of the news media. Chief Briggs conducted an After-Action Debrief for all members involved and ground team members headed home around 7:30 pm.

Participants from IMSARU--Bob Meredith, Owen Miller, and Josh Nichols; from Elmore County SAR--Jeff Berger, Mick Berger, Ronnie Pruet; Mission Coordinator Jim Noland; Communications Coordinator Norm Spidell. From Elmore County Sheriff's Office--Sheriff Rick Layher, Sgt. Schultz,

Det. Clint Andrus; from Idaho Army National Guard--Chalk 1 (hoist aircraft) Pilot in Command CW4 Robert Briggs, Co-Pilot CW2 Tony Weston, Hoist Operator SFC James Williamson, Deployer SGT Cody Hutchinson, Deployer 1SG David Berlinguet, Crew Chief SGT Stacy Carlson; Chalk 2--Pilot in Command CW4 Tom Cook, Co-Pilot CW2 Walker Craig, Crew Chief SFC Brian Johnson, Crew Chief SGT Nathan Valenti, Crew Chief SGT Glen Morgan.

VEHICLE IN RIVER – JUNE 19, 2009 --CHARLOTTE GUNN

A 50-year-old man and his 17-year-old nephew were on their way up Highway 55 to Cascade on the evening of Thursday, June 18, when the driver lost control of the car and it went into the Payette River. The younger man managed to get out of the vehicle and swim to the opposite shore, where he eventually was picked up by the Garden Valley Fire Department's Swiftwater Rescue Team. The older man was not found. Even though the accident was witnessed, no one was able to locate the vehicle that night.

On Friday morning, Boise County requested us to send foot searchers, including any available search dogs, to walk the banks. Ten of our members responded, including two K9 handlers with their dogs. The Idaho Army National Guard sent a helicopter and crew to help search for the car. Once it was spotted, shortly after noon, the McCall Fire Department's Dive Team prepared to determine whether the uncle's body was still in the vehicle.

During some seasons, the Payette is a peaceful-looking stream, but snowmelt and heavy June rains had changed its appearance. We had arranged our teams that would search each side of the river if necessary; in the meantime, we deployed along the steep bank below the car's location to watch for anything that might float when the vehicle was moved. There was no avoiding the poison ivy and nettles, but we did appreciate the Garden Valley Fire Department's anchored rope to assist with the up and down. Divers went into the water but were unable to see into the vehicle well enough to determine whether it was empty, so it seemed logical to hook up the tow line and turn the car right-side-up and/or pull it closer to shore and into shallower water. However, the tow cable was not long enough. While waiting for an additional cable or another tow truck, both our dogs indicated scent in the eddy below the vehicle's site. And of course Friday-afternoon traffic along that narrow road between Boise and the popular recreation areas was a challenge.

We went back down to the water's edge when the second tow attempt was ready to start, and were relieved to not have to walk miles along the rough banks; the missing man's body was still in the car.

By this time, northbound traffic was backed up at least a mile and a half, and the D.O.T. man who was handling the one-lane stretch did a heroic job, including getting our vehicles turned around and headed back to the valley.

IMSARU members responding included Winston Cheyney with Skadi, Charlotte Gunn, Chris Harry, Kim Juda with Kiwi, Wade Kimball, Mac Mackintosh, Clint Matthews, Andrew Parrish and Everett Wood (O.L.). In-town coordinator was George Gunn.

P.S. – Ask Andrew about his special transportation back to Boise.

RAFTER LEFT CAMP; DID NOT RETURN – JUNE 24, 2009
--CHARLOTTE GUNN

A 57-year-old male, floating the Middle Fork of the Salmon River with friends, left their camp on the final afternoon of the trip, June 20, to hike up a ridge. When he did not return and they could find no sign of him, they called for help. This is a remote wilderness area of very steep terrain with difficult access. After air search was unsuccessful, we received a call from Lemhi County for searchers competent in technical terrain. Four of our technical team members looked at the map, expressed concern that it was impossible terrain for foot search, and volunteered to go anyway. Unable to find air transport, they left at midnight for the long drive to Salmon, where they met up with two technical searchers from Bonneville County.

Upon arrival, there was debate about whether to deploy these searchers. Friends and family who had floated into the site and seen the terrain were expressing concern about searchers getting hurt, and helicopters from the Montana National Guard were still searching. Our people were asked to prepare gear for technical terrain and a three-day stay in the wilderness—not an easy selection process—and were just ready to load into the helicopter when word came in that searchers in the other bird had spotted the body where the missing man had apparently fallen. The National Guard would do the recovery and our searchers could stand down.

It was a great relief to all concerned. Our team returned to Boise about 24 hours after leaving.

IMSARU personnel were Chris Harry, Bill Lindenau, Jerry Newland (Team Leader) and Phil Sander. Bonneville personnel were David Forker and Brian Holtz.

STRANDED HUMMER, DEER CREEK AREA, & RODEO – JULY 6, 2009
--DIANE ARMSTRONG

A family of five (three children, ages four and under) went out for a casual Saturday drive in their new Hummer. It must have been a comfortable ride even after leaving Idaho City toward Placerville, even on the bumpy and water-rutted dirt road. But driving rainstorms during the day hadn't helped the condition of the trail they drove. When the Hummer got stuck on a steep muddy slope and they could not figure how to get out, the wife pushed the OnSTAR button.

This rescue was our first call-out with an OnSTAR location and regularly updated information provided by the service. The lat-long reading led us in to within about 275 yards of the location where the family's vehicle was stranded.

Many of our unit members were in McCall attending a weekend of mantracking field training, but Jerry, Bill, Ross, Diane, Tom and Clint responded to the initial page. Rod provided the maps, details regarding the call and Compound support as those team members headed up Highway 21 in the continuing rain.

After meeting Jerry, our O.L., at the Idaho City Visitors' Center, we hit the bumps, puddles and ruts non-stop on the road narrowed by the new spring growth. OnSTAR checked in about every thirty min-

utes to keep the family calm and advised of our progress. We were an hour from town when we hit a good spot for setting up our search base. Just before our arrival there, OnSTAR followed instructions from Jerry to ask the family to honk the horn every five minutes to help us locate them.

Not far behind 901 and Bill's truck (loaded with his trusty ATV) were Collin, Lynde, Patti and Danny in two more vehicles. Due to lack of space at the base location, they stood by about a mile away down the road.

Bill and Jerry unloaded the ATV about a quarter mile from the Hummer. The "road" at that point had a very steep grade down and then juttied up again just as steeply. Bill and Jerry initially proceeded in and evaluated the status of the family. Although IMSARU doesn't recover vehicles, they determined that the Hummer should be able to make it back out and transport the family home to Twin Falls. Bill first brought the mother and baby back to base on his ATV, where they were treated for hypothermia. The kitchen set-up was kept busy as the other two young boys were brought back to camp one by one. With Jerry and Bill's help, the father was able to drive the Hummer back up to our base. All the family members were fine, and appreciated how quickly and smoothly assistance had proceeded.

After the family was warmed and fed, and before it got too dark, the caravan started back down to Idaho City. The sun peaking through the clouds, the buttercups, wild strawberries and chokecherry blossoms were lovely to see as we bounced along the rough road.

The second team had preceded us into town, where it was now dark, and announced that they had seen shod horses out on the highway. They decided to try to herd them to a safer and more secure location. At one time, they thought the horses were corralled on Blue Heron Creek Road but the horses apparently did not like it there. Not too long after, all of us were again driving around Idaho City looking for the horses. The activity was reminiscent of a somewhat organized version of the Keystone Kops, as the four vehicles all turned corner after corner until the horses were trapped in the courtyard of an apartment complex. The swirl of movement seemed to entertain some patrons of the local bar, who kept noticing passes by 901 and the other vehicles. Those bar patrons and several townfolk started keeping track of the activity, even walking around corners to watch us, and probably wondering why we were so active in town since the horses weren't often seen close by. Necks were craning to check out the lights from Collin's rig after he parked for the Wall Street roundup.

Luckily, a local rancher arrived and used rope to fashion halters for the three horses. Jerry and Danny joined him in walking the horses down to a corral on Forest Service property. Meanwhile, 901 went in search of the owners, whose vehicle had been noticed during the roundup, and escorted them to the corral. The owners were grateful to have their horses back safely and for the unexpected IMSARU assistance in finding and corraling the animals.

IMSARU members have always been multifaceted in their skill sets, but who would have known that "horse whisperer" would need to be added as a new category? Never underestimate the variety of experiences that might be encountered during any particular rescue event! (Sorry you missed out on the fun, mantrackers.)

IMSARU team members were Jerry Newland (O.L.), Patti Miller, Clint Matthews, Ross Mackintosh, Bill Lindenau with ATV, Tom Kearney, Collin Garner, Danny Cone, Lynde Christensen and Diane Armstrong. In-town coordinator was Rod Knopp.

IMSARU CELEBRATES 50 YEARS OF SERVICE SATURDAY, SEPTEMBER 26

Our 50th Anniversary Party is just around the corner! We will be celebrating at the Compound, 2519 Federal Way in Boise, beginning at 3:00 p.m. There will be a barbecue dinner at 5:30 p.m.

Former Members:

We are in search of any photos or memorabilia that may help newer members relive the good old days. If you have photos or physical objects, let Aimee know. (See below.) At the very least, think of a memorable time you had in the unit and be ready to share the story.

We would like to record members telling stories (at least in audio if not in video) and we hope to have a couple of people ready to “interview” you during the afternoon/evening.

Current Members:

We will need lots of help to make this successful. Here is a partial list of needs. Please contact Aimee (see below) and volunteer; don't make her beg for help.

- We need names and contact information for former members ASAP so we can send out invitations.
- We are asking each of the specialty teams to organize a “demonstration” of some sort to show off what we are currently doing.
- If you have any interest/experience in recording voices—especially digitally—we need you for the interviews. We also need interviewers.
- We will need a few BBQ's brought to the Compound and members to cook for the dinner meal. We hope to rotate volunteers so you won't be stuck cooking all the time.
- Share with Aimee your ideas for how to make this a memorable occasion.
- Of course we will need lots of people to help set up and take down tables, chairs, etc. There are sure to be many other jobs as we get closer to the date.

Everyone, including friends, relatives, members of other SAR units, etc.:

We welcome everyone for the amount of time you want to stay. If you just want to drop in for a short visit, you don't need to tell us ahead of time—although we would appreciate being able to estimate how many to plan for. **If you want to join us for the BBQ dinner, we do need to know ahead of time so we can prepare the right amount of food.**

**FOR ANY AND ALL OF THE ABOVE, CONTACT AIMEE AT (208) 870-3498
OR SEND INFO BY MAIL TO IMSARU—ATTN: AIMEE, 2519 FEDERAL WAY, BOISE,
ID 83705.**

PLAN NOW TO JOIN US ON SEPTEMBER 26!

CALENDAR

Aug. 11	Load Corn Booth and supplies into truck.	7:30 p.m.
Sat., Aug. 15	Load heavy panels into trailer Set up Corn Booth at the Western Idaho Fairgrounds – 9 a.m. until ????	At the Compound 7:30 A.M.
Sun., Aug. 16	Complete any setup not finished on Saturday at the Fairgrounds	9:00 a.m.
Aug. 21-30	Corn Booth at the Western Idaho Fair This project needs everyone's help.	Every day 11:00 a.m. – 11:00 p.m.
Aug. 31	Take down Corn Booth at Fairgrounds as soon as you can get there after work.	
Sept. 1	General Meeting	7:30 p.m.
Sept. 7	Technical Team Meeting	7:00 p.m.
Sept. 8	SAR Training—Search Techniques	7:30 p.m.
Sept. 12-13	SAR Field Training—Search Techniques	Time & Place TBA
Sept. 15	Medical Training	7:30 p.m.
Sept. 19	Technical Team Rock Climb	Time & Place TBA
Sept. 22	Business Meeting	7:30 p.m.
Sat., Sept. 26	CELEBRATE OUR 50 TH ANNIVERSARY	3:00 p.m.
Sept. 29	Quarterly Board Meeting	7:30 p.m.
Oct. 5	Technical Team Meeting	7:00 p.m.
Oct. 6	General Meeting & Election of Officers – Must pay your 2010 dues before voting.	7:30 p.m.
Oct. 13	SAR Training – Base Camp Operations	7:30 p.m.
Oct. 17-18	SAR Field Training – Base Camp Operations	Time & Place TBA
Oct. 20	Medical Training	7:30 p.m.
Oct. 24	Technical Testing for Technician & Specialist	Time & Place TBA
Oct. 27	Business Meeting	7:30 p.m.

IT'S CORN BOOTH TIME IN BOISE – AUGUST 21-30, 2009
--CHARLOTTE GUNN

The Western Idaho Fair opens on Friday, August 21, and we are required to be ready to sell our delicious corn-on-the-cob by 11 a.m. on that day. There are “a few things” that need to be done before then:

- At our meeting on Tuesday, August 4, we will clean and inventory equipment and supplies.
- At our meeting on Tuesday, August 11, we will load the truck with stuff that goes to the Fairgrounds.
- On Saturday, August 15, we need half a dozen people with muscle at the Compound to load the heavy panels into the trailer. (They don't fit into the truck, and the trailer we expect to use will not be available until that morning.) If you are able and willing to help with this part, call Chris Harry at 409-2407 and talk to him. ***Everyone else who can, meet at the Fairgrounds at 9 a.m. to put up the booth. We need at least 20-some people to make it happen at reasonable speed.***
- If lots of people help, we should be able to get the booth up in one day. If not, we will need you again at 9 a.m. on Sunday to finish the job.

If you haven't already signed up to work shifts at the Corn Booth, call Diane Mathews at 375-3671 **TODAY**. Don't forget to recruit your teenage children, other relatives, friends, neighbors and co-workers; many of them will enjoy a chance to see the Fair from inside the booth and to help us earn enough money to continue our service for another year.

The final step is taking down the Corn Booth on Monday, August 31. Please report to the Fairgrounds as soon as you can get there after work. If 15 or 20 people help, it will go quickly.

WE RECYCLE

IMSARU Members: We do recycle and we need your cooperation. There are containers both inside the meeting room and outside the front of the building that are labeled for cans and bottles. With the changes in the city's program, we no longer need to keep the different categories of recyclable materials separate from each other, but we do need to keep them separate from general trash.

PLEASE put cans, bottles, clean paper and cardboard into one of the containers labeled for recycling. If you can carry a pack on a wilderness search, you can carry your pop can or water bottle to the appropriate place. Mike Mancuso and Charlotte Gunn have better things to do with their time than to sort through garbage cans and pull out your recyclable discards.

THANK YOU! THANK YOU! THANK YOU

Thanks to **Norm Spidell** for donating four narrow band capable mobile radios.

STRANDED SUBURBAN IN THE FOOTHILLS – JULY 7, 2009 **--MIKE MORRISON**

It was calm and warm on Sunday when Tom called me to let me know we had a mission and that we needed to meet at the Compound by 11 a.m. We hurried there to find out that three motorists had gone up 8th Street Extension and then got lost. The report stated that the motorists took a right at the ridge and got lost on one of the side roads. The subjects were driving a white Suburban and claiming dehydration.

Our trucks 901 and 902 headed out to 8th Street, followed shortly by Jerry and Bill in Bill's truck with his ATV. Clint went to the airport to prepare for aerial search. We drove up 8th Street to the ridgeline and took a right as we had been directed. About this time, the search plane was overhead, could see the Suburban, and told us which road to take. Where the road deteriorated, Bill and Jerry continued on the ATV while the rest of our team set up preparation of hot water and food.

After several wrong turns, the aircraft was able to guide the ATV to the subjects, two young males and one young female. They had no water but Jerry and Bill supplied it before transporting the subjects out of the site via ATV. Upon arrival at our base, the subjects received hot drinks and food, which they appreciated after a cold, rainy night. We then transported them back to Boise, leaving the stranded vehicle where it was. [We don't do vehicles.]

IMSARU members responding were Diane Armstrong, Mike Johnson, Tom Kearney, Bill Lindenau, Clint Matthews, Mike Morrison, Jerry Newland and Everett Wood. Rod Knopp handled in-town coordination. Jerry Terlisner of the Ada County Aerial Sheriffs was the pilot.

HEY, IT IS COOL IN HERE.

We owe special thanks to **Steve Smith**, *Air Conditioning & Heating Service of Meridian*, for making our building more usable in all seasons. He extended the central heating to rooms previously warmed only by space heaters and added air conditioning to the system. Not only did Mr. Smith do the actual installation, but he also obtained donations of much of the equipment for us. We thank him every time we sit through a meeting or do a work project inside the Compound building.

THANK YOU! THANK YOU! THANK YOU

We greatly appreciate the cash donations received from **Steven R. Alters** (former IMSARU member) and:

Memorial Donations in honor of Earnest Coffin, one of our founding members, from:

Barbara Schenk	David Suhr
Kay Hummel & Jeff Fereday	Rich & Janet Yerrington
Susie Yarrington	Kathleen Easton
Dennis Cain	Dorothy & Mark Friend
Dick & Janie Moon	Donald & Velda Coffin
Terry & Nancy Coffin	P. Joan Fothergill
Dorothy Coffin	

I.S.S.A.R. MEETING – JUNE 10-12, 2009
--CHARLOTTE GUNN

Wouldn't it be awful to have to spend a summer weekend at Island Park, just to represent your SAR unit at the business meeting? Someone had to make that long drive, and George and I have a more flexible schedule than many, so we went up to the camping area beside the water, reserved by special permit for I.S.S.A.R. The only facilities were boating docks and an outhouse, but we all made do, most of us in our RVs and a few in tents. It was billed as a family-friendly recreational get-together and lived up to its billing. Our hosts, the Fremont County SAR, encouraged attendance at this 40th anniversary event by offering their hospitality, including all meals, without charge.

In addition to cooler temperatures than here in the Treasure Valley and the recreation, training possibilities included a GPS course (via vehicles), a Hazeltine compass course competition, a pistol and rifle shoot, and a ropes challenge. Also advertised was a snowshoeing-on-water race, but apparently not enough people entered that for it to happen. There were some snowmobiles on the water Saturday night, with more or less success.

The business meeting on Sunday morning included the following topics:

- Discussion of workman's compensation and death benefit as applied to SAR. Check with your county sheriff for your status.
- Discussion of the state SAR Fund, including sources of funding and how they are distributed, and the likely effect of the legislature's recent transfer of SAR's tiny portion of gasoline taxes to the highway fund. If you are unclear how the SAR Fund works, your local representative was given an explanatory chart at the meeting. If you had no rep present, you can request the chart from George Gunn at ggunn@cableone.net
- The Fall Trail Ride will be hosted by J.D. Drury at Camp Bartlett, Montpelier, on September 4-6 (Labor Day weekend).
- Hosts are needed for the next winter and summer meetings. Contact one of the officers if your unit is willing to help with one of these.
- The national meeting will be in Salmon on September. It will include an opportunity for K9 handlers to work with Terry Stratton.
- Officers were elected for the coming year, as follows: Commander—Rick Pruett, Lemhi County; 1st Vice Commander—Jim Gay, Lincoln County; 2nd Vice Commander—Smokey Gould, Fremont County; Treasurer/Quartermaster—Steve Clinkscles, Bannock County; Communications—Bert Bates, Fremont County; Secretary—Brian Lenz, Fremont County.

Many thanks to Fremont County SAR for all their time and work in setting this up, arranging facilities, providing the meals, and generally taking care of us. We hope they got some rest in the following week and that not too many tourists called them for assistance.

JHPTS MANTRACKING CLASS NEAR STANLEY – JULY 24-26, 2009
--CHARLOTTE GUNN

Blaine County set up the tracking class at Camp Perkins, on the Alturas Lake Road. At an altitude of about 8,000 feet, we could at least keep cool during a hot July, yes? Well, the nights were cool—in the 40's—but the days not so much. The soil was dry and sandy, the scenarios for the advanced students were challenging, and we heard enthusiastic reports from the novices. (The class was pretty evenly divided between novices and more advanced trackers.) Blaine County brought a great contingent of students, and we expect to see and hear more of them as they progress through the program.

Many thanks to Mark Sheehan for making the class arrangements, to the Camp Perkins staff for the meals and comfortable meeting room area, and to instructors Joel Hardin, Kathy Decker, David Hake and Pres Funkhouser. IMSARU members attending were Jimmy Yorgensen, Kris Scovel, Dan Scovel, George Gunn and Charlotte Gunn.

[NOTE: There's a lot more to say about this class, but we returned home to be swept immediately into the week-long search for a missing eight-year-old boy, so this short notice will have to do... especially since I haven't yet completed my tracking report for the scenario.]

MANTRACKING TRAINING – JUNE 6-7, 2009
--JERRY MATSUOKA

Twenty-seven individuals (seventeen from IMSARU, others from many groups in Idaho and one from Montana) met for an 18-hour JHPTS in-house mantracking course at McCall's Pilgrim Cove Camp, overlooking the lake. Participants' experience ranged from none to over ten years. For many, like me, this was my first formal training.

Our primary instructor was retired U.S. Army Colonel Preston "Pres" Funkhouser, Signcutter, who briefly covered the course outline and the history of mantracking from border patrol to search-and-rescue. Assistant instructors Lynn Whisner and Hans Asmunson then led us through the introductory "how-to" Power Point program.

After lunch, it was time to turn our classroom knowledge into practical experiences. We were divided into seven teams of three; the inexperienced were matched with experienced team members. My team of Tim, Brian and myself were assigned line 5, created by Pres. Our initial shoe prints were buried in a puddle from the recent rain! From there, it only got worse as I "challenged" (not "contaminated") the immediate area when I stomped over signs while attempting to get a better view of the prints for my shoe sole sketch. Prior to taking to the field, we had been told that "patience" is more important than "speed" and we should see seven signs before proceeding to the next step; my stomping greatly contributed to reducing the speed of our tracking.

During an afternoon lightning storm, we retreated to the camp hall and watched a video by Remy Newcombe on how to quickly sketch shoe prints. After the lightning moved on, we continued tracking our lines until dinner. After dinner we were treated to a mission review by Dan Scovel, who in

May participated in a search at the invitation of the Japanese government, before returning to our lines for night tracking experience.

On the second morning, after a hearty breakfast and group photos, the more experienced trackers were pulled into a crime scene scenario. We remaining students went back to our lines. As Lynn said, "You'll never look at dirt in the same way ever again" after such a class. For myself, I found examining sign a lot easier when kneeling on the ground and getting up close and personal with the track. I learned new words like "transfer, flagging, bruising, compressed area, disturbance and shine."

At noon we stopped tracking for lunch and for training wrap-up. Throughout our time on our lines, we had received tips and stories on tracking from our six very involved instructors. They sure make

spotting sign appear easy! As an engineer, Lynn suggested I position myself closer to the point person and focus on higher probability detection; this is called "critical spacing." And Hans said, "after a while, you get to know each other's deodorants."



In addition to Pres, Lynne and Hans, instructors included IMSARU members George Gunn, Dan Scovel and Kris Scovel. IMSARU students included John Ferguson, Ann Finley, Charlotte Gunn, Chris Harry, Sherie Hoid, Randy Jordan, Linda Kearney, Brian Kerley, Carl Kidwell, Irene Kimball, Jerry Matsuoka, Owen Miller, Daniel Moore and Tom Wheless. Many thanks to Charlotte Gunn for handling the registration for the course.

THANK YOU! THANK YOU! THANK YOU

Memorial Donations in honor of Adam Shandro:

Black Canyon Irrigation District
King Miller Barrios & Boe, RBC Wealth Management
Lori Shandro and children



Trackers Dan Scovel, Kris Scovel and George Gunn working the desiccated Stanley, Idaho dirt.

Photo by C. Gunn



Boise Police asked IMSARU to assist with a search for a missing 8-year-old. Shown here, Danny Cone briefs some of the 2300 volunteer searchers who came out to search on one day. More about this mission in the next newsletter; the search is still ongoing as this issue goes to press.