

Room 107

F.S. RECEIVED JUL 27 1936 ENGINEERING

<input checked="" type="checkbox"/>	Thorne
<input type="checkbox"/>	Callins
<input type="checkbox"/>	Yule
<input type="checkbox"/>	G. W. Duncan
<input type="checkbox"/>	Stephenson
<input type="checkbox"/>	Cool
<input type="checkbox"/>	Halm
<input type="checkbox"/>	F. W. Duncan
<input type="checkbox"/>	Clerk
<input checked="" type="checkbox"/>	Kahl
<input type="checkbox"/>	Bliss
<input type="checkbox"/>	FILE

original

Buttman

FEL

E Improvement Shearer Landing Field

July 24, 1936.

MEMORANDUM

Last night the two Johnson Brothers were in my office to discuss the hazards of certain fields upon which their contract requires them to land. In connection with the discussion the condition of the Shearer field was described by them. They informed me that the field is difficult to use at best and now unless its correctable deficiencies due to runoff last winter and spring have been corrected, it is an extremely hazardous condition. I gather from their description that water cut out part of the runway about two-thirds of the distance along its course. From which end this two-thirds is calculated, I did not record. It is also reported by the pilots that the gravel which was hydraulicked from the adjoining hillside onto the field is too far to the west. Either the gravel now on the field, or additional gravel should be moved onto the eastern part of the field. However, they say the field is usable in its present condition provided the erosion of last winter or spring is replaced.

I understand too from them that the field is very poorly drained, and water runs over it from some source or another.

I realize that the rangers have had no money for airplane maintenance this spring, but I wonder if they are giving sufficient attention to the maintenance of fields and if the realization of the utter importance of these fields in case of a pinch bears down sufficiently hard upon them. A lot can be done without direct funds, if it is only placed in highest priority. Now, at this late date, if the eroded area has not been filled with gravel, could you not arrange to have one of the crews of double-up men which you are placing in the woods in that vicinity, spend sufficient time on the Shearer Field to do what is necessary to correct the most obvious deficiencies of the runway. To risk the loss of life due to our failure to use every resource at our command to make safe our landing fields does not leave us with much defense.

Evan W. Kelley

EVAN W. KELLEY, Regional Forester.

Archival research by  
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