

E
IMPROVEMENT- Bitterroot
Shearer Landing Field

Missoula, Montana
September 5, 1944

Forest Supervisor
Hamilton, Montana

Dear Mr. Brandborg:

On August 22, Bob Johnson landed at the Shearer landing field in a travel-air ship. On his return he reported that the field had been flooded to the extent that he had difficulty in taking off and gaining elevation to get out of that field.

On the following day, the 23rd, I landed there in the same type of ship to examine the situation. I found the situation as reported except that the irrigation water had been cut off.

This field is a difficult one at the best and we should do nothing to jeopardize a pilot's chances in using it. I presume the purpose of irrigating the field was because of the need for raising forage. That might be desirable, but it is inconsistent with the use of this field. I know you somewhat depreciate the Johnson Flying Service as pilots on our work; although I am not an experienced pilot, I do have enough experience to judge pretty well the nature and requirements of this activity. I think Bob's kick was wholly justified. I hope you will not again allow this sort of thing to occur during the season when landings at that field are required.

Very sincerely yours

P. E. THIEME
Assistant Regional Forester
Division of Engineering

H. A. STEPHENSON

By

Acting

cc Brt.

Archival research by
Dennis Blair
University of Idaho Library
Date Collected: NANA. SP. 44
Source: RG 95-62A 293 Box 1
June 20, 2010

ES
RECEIVED
SEP 18 1944
ENGINEERING

C O P Y

E
IMPROVEMENT - Bitterroot
Shearer Landing Field

Hamilton, Montana
September 15, 1944

MEMORANDUM FOR FOREST SUPERVISOR:

Reference is made to Mr. Thieme's letter of September 5.

I agree the runway had water on it for a space of about 40 feet. This water was not a result of our flooding or irrigating the field for the purpose of raising forage. The water was seepage from the ditch that crosses the field. We made an attempt, as did Engineering last year, to obviate this seepage but seems we will have to renew completely the flume that crosses the field in order to stop it.

It is intended to do this just as soon as funds and help become available. This could be done by C.P.S. men this fall if arrangements for them to stay at Bear Creek could be made with the office of fire control.

We do not depreciate Johnson Flying Service as pilots. In fact, all we desire is service, the same as commercial pilots that land on the field.

It is to our advantage to keep this field in as good a condition as we can at all times, but the ditch must be used, and we must provide for an adequate flume.

/s/ Arden B. Gundersen

ARDEN B. GUNDERSEN
District Forest Ranger