

# SEARCH RESCUE

AND

MAGAZINE

SPRING 1975

OFFICIAL PUBLICATION OF THE NATIONAL ASSOCIATION OF SAR COORDINATORS

## Contents

### FEATURES:

Federal Agency Roster	2
A Visit with Peter J. Pitchess Los Angeles County Sheriff	3
6th Annual National Association of SAR Coordinators Conference	8
Mt. Stuart Rescue by Paul Williams	15
Man-Tracking by Lois McCoy	20 ■
INLAND SAR 75	27

### DEPARTMENTS:

Calendar	31
Comments & News by Rick LaValla	32
News and Rumors	33

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SEARCH AND RESCUE MAGAZINE is published four times each year by Dennis E. Kelley P.O. Box 153, Montrose, California 91020 USA. Telephone (213) 248-3057  
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The individual price is \$1.25 each.





# FEDERAL AGENCY ROSTER

This roster represents the official administrative search and rescue contact at the federal level for the following U.S. Government agencies. This roster is not intended for SAR emergencies, but only for administrative contacts. SAR emergencies should be handled locally or through your State SAR Coordinator.

DEPARTMENT OF COMMERCE, MARITIME ADMINISTRATION,  
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SAR MAGAZINE



**A Visit  
With**

**PETER J. PITCHESS**

**Los Angeles County Sheriff**

**T**he Los Angeles County Sheriff's Department search and rescue manpower and resources operate within the mountains of the Angeles National Forest, the Mojave Desert, and the coast of the Pacific Ocean.

This capability is composed primarily of the following elements:

1. The largest law enforcement aero bureau in the United States. Seventeen (17) aircraft including the large Sikorsky helicopters.

2. Nearly two hundred (200) volunteers from the following teams:

Altadena Mountain Rescue Squad  
Antelope Valley Sheriff's Posse  
Montrose Search and Rescue Team  
San Dimas Mountain Rescue Team  
Sierra Madre Search and Rescue Team  
Sylmar Mountain Rescue Team

3. Eighteen (18) members of the Sheriff's Emergency Services Detail (ESD). These paid deputies are qualified paramedics (EMT-2's), mountain rescue trained and Scuba certified.

These groups performed more than 600 separate search and rescue operations in 1974, rescuing over 1,300 persons. In addition, countless hours were also donated in preventive SAR.

The ultimate responsibility for this immense SAR capability lies with Sheriff Peter J. Pitchess. Born February 26, 1912 in Salt Lake City, Utah, Sheriff Pitchess has been involved in law enforcement since 1940 as an FBI Special Agent, in 1953 as Los Angeles County Under-sheriff, and finally as the Sheriff in 1958.

This March 6, 1975 interview with Sheriff Pitchess was made in his office with the following persons in attendance:

Inspector Bob Edmonds, the Sheriff's  
Administrative Assistant

Captain Jerry Harper, Sheriff's Information  
Bureau Commander

Dennis E. Kelley, Search and Rescue Magazine

Dean Romein, Search and Rescue Magazine  
photographer

" .... I JUST WANT YOU TO MAKE SURE  
THAT YOU LET THE MOUNTAIN RESCUE  
VOLUNTEERS KNOW HOW GRATEFUL WE ARE  
FOR THE SERVICE THAT THEY PERFORM... "





SAR MAGAZINE: What is the future of search and rescue volunteers?

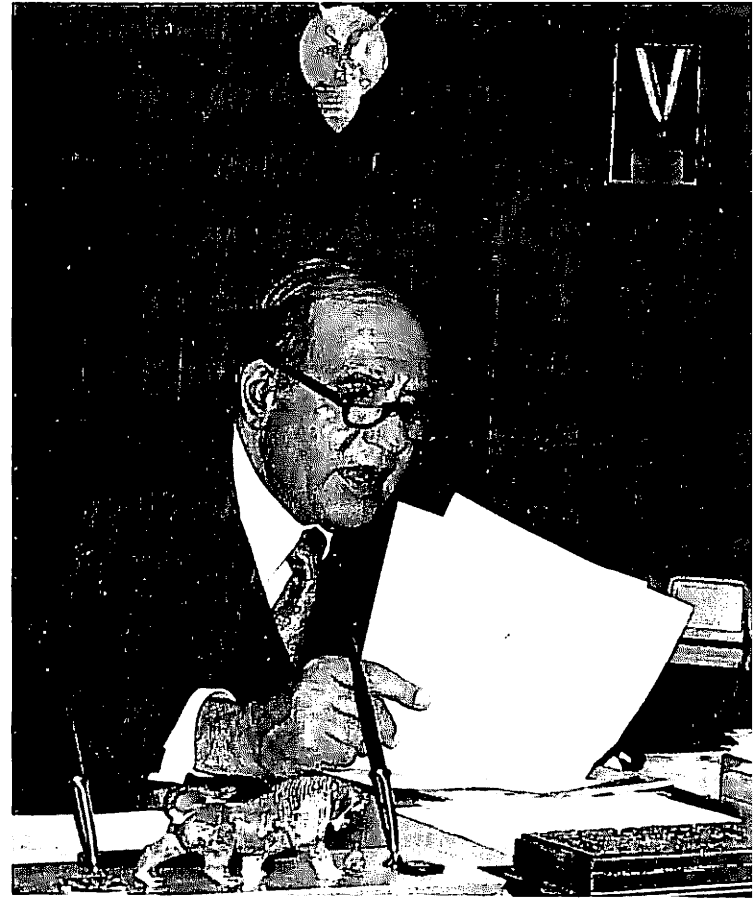
SHERIFF PITCHESS: I think the future of volunteers in law enforcement agencies generally and especially in the field of mountain rescue is greater now than ever before. There is going to be more and more people who are going to get lost, more and more people who are going to need rescuing, and there is a limit to how much tax payers can increase their burden of taxes. The only solution is for more and more citizen involvement.

I think that there will be a clearer demand than ever and certainly in this Department we want to encourage it and open up more fields of activity. We are going to do that so long as I remain Sheriff and I have no plans of leaving.

SAR MAGAZINE: Will search and rescue volunteers be replaced by paid deputies?

SHERIFF PITCHESS: You see, the problem was that some of the people got the impression when we started training some of our own people in this area that we were doing that to replace the volunteer members. Well, that was the furthest thing from our minds. My impression of the County SAR potential, and I was right but it didn't take a master mind to guess it, was that the County's SAR activity would get greater than anyone would imagine. We knew we had to expand the entire service and operation. We trained people within the Department just to supplement and work with the volunteers, not to replace.

So again, I think there was a non-founded suspicion on the minds of some members of the rescue teams that we were trying to replace. By the same token, the same feeling existed in the Posse. They thought that we were going to eliminate them. But we have increased them.



SAR MAGAZINE: What was your intent in deputizing the search and rescue volunteers?

SHERIFF PITCHESS: Very legal requirements make it mandatory that we have people who have recieved training so that when they are deputized the Department and county is protected from liability and so we can freely use them with Department resources, such as helicopters. Also for use to continue working this on an orderly basis under one command.

For example, we were searching for a family that disappeared up in the San Dimas area. It turned out that the father had taken his wife and two kids in the car and ran over a cliff where they were all found dead by the San Dimas Mountain Rescue Team. These San Dimas people were the first to radio back requesting the Homicide Unit. They knew enough from thier Reserve Deputy training to recognize that if they did anything at the scene they might destroy some evidence. Because of their foresight and what they did, our Homicide Unit got in there, conducted their investigation and found out the father had attempted to kill them all.





SAR MAGAZINE: I worry that there is a conflict of interest for some persons who might join our volunteer rescue team to become a gun carrier without an interest in mountain rescue.

SHERIFF PITCHESS: Yes, we're aware of that and we are willing to risk it because you people police yourselves pretty well. If you find a guy in there that really doesn't have his heart in the rescue, you're going to get rid of him. We don't have to worry about that. If you find out that he's just there to play cops and robbers, you'll let us know or between us we'll find it out. We don't want anybody for that purpose, just to carry a badge.

SAR MAGAZINE: I understand that there is a County Committee on Emergency Medical Care, does that committee or any others like it impact your search and rescue policy?

SHERIFF PITCHESS: We are members of that committee. They oversee the paramedics role and in that respect impact our policies. As you know, we have paramedics of our own that we are trying. They review our standards to see if we conform to their requirements and specifications.

SAR MAGAZINE: I understand that the Los Angeles County Fire Department is getting itself involved in mountain rescue. That must be a tricky problem?

SHERIFF PITCHESS: We see it clearly, since we are up there doing other related law enforcement jobs on the scene, it would be a duplication to bring the Fire Dept. The only problem is that sometimes the Fire Dept. has so much time on their hands that they want to get into this other search and rescue thing.

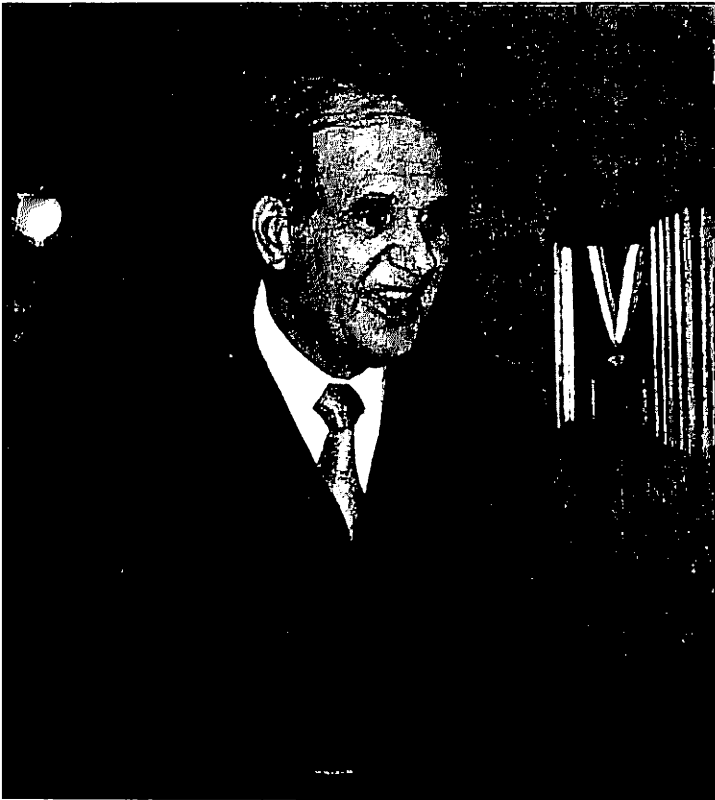
SAR MAGAZINE: Will you permit Explorer Search and Rescue Scouts (ESAR) to be used?

SHERIFF PITCHESS: Well, you see it hasn't been brought to my attention directly yet, although I can't see that there will be any objections.

INSPECTOR BOB EDMONDS: I would think that probably our Law Enforcement Explorers might, as they have already expressed an interest.

SHERIFF PITCHESS: That's the only possible problem I see that the Law Enforcement Explorers would want to be involved in this too. But, if we have enough assignments for the Law Enforcement Explorers, and I'm sure we do have, then there is no reason why we shouldn't encourage ESAR. We'll make this a subject of immediate consideration and do some planning along this line.





SAR MAGAZINE: Do you have any ideas for the political structure of Los Angeles County SAR?

SHERIFF PTICHESS: Same idea I've always had! The law poses the responsibility on the Sheriff and therefore I think it should remain under the Sheriff's direction and responsibility. I don't see nor do I anticipate or do I support any other changes.

The function of searching for and rescuing people comes closer to the law enforcement function than it does to the fire function or to the civil defense or any other. We are always searching for people, we are always rescuing people or trying to rescue people. Saving people.

Before you go, I just want you to make sure that you let the mountain rescue volunteers know how grateful we are for the service that they perform. How much we count on them and how much we need them. How much more we are going to continue to encourage the growth of the volunteer mountain rescue participation.

SAR MAGAZINE: Isn't night searching a big attribute of Los Angeles County mountain rescue?

SHERIFF PITCHESS: Don't you know I've thought about that an awful lot. I think its a big comfort to parents and friends of a missing person to know that we have the capability and resources to search throughout the night. I know that if your kid were lost and the Sheriff Dept. searches all day until about 7 PM, then says, "Well, we are to secure now." "We will be back tomorrow morning." You'd get real mad! You would be thoroughly disgusted. You'd wonder why they can't go up there and look at night too. That kid is lost up there and he's suffering more at nighttime than he is in the daytime. Why cut it off as soon as it begins getting dark?

SAR MAGAZINE: Is there any new technology that we might expect the Department to apply to mountain rescue?

SHERIFF PITCHESS: Well, we are adding another large Sikorsky helicopter. Also, we intend to have an infra-red device that is used after dark to pickup missing persons. But you know, it has been the helicopter that has pioneered mountain rescue into a new era. The helicopter has been a real gift to mankind.



SAR MAGAZINE: Thank you Sheriff Pitchess. ■

# 6th ANNUAL NATIONAL ASSOCIATION of SAR COORDINATORS CONFERENCE

*NASARC President Blair  
Nilsson and NASARC  
Secretary Paul Koenig  
'doing it' at the  
NASARC National Board  
meeting.*





**A** fascinating aspect of this conference was the number of persons who said that they were able to solve specific SAR problems of their own by attending. Numerous attendees related how the Sixth Annual National Association of Search and Rescue Coordinators (NASARC) Conference had provided the needed answer to a pressing SAR problem that was totally unexpected.

Examples of this surprising side of the NASARC conference held December 6, 7 and 8, 1974 in Portland, Oregon were: The first meeting of two major volunteer organization leaders from the same state. The procurement of specific operating instructions for Emergency Locator Transmitter (ELT) Direction Finding (DF) equipment by ground SAR teams. The establishment of a SAR glossary. The SAR contact in all major federal agencies.

These and many other solutions to problems in the everyday life of SAR people were satisfied because the NASARC is the clearing house for United States SAR. The NASARC conference brings together all elements of the SAR community to solve problems and enhance U.S. SAR. People working together solving problems and having fun was the essence of this 6th Annual NASARC Conference.

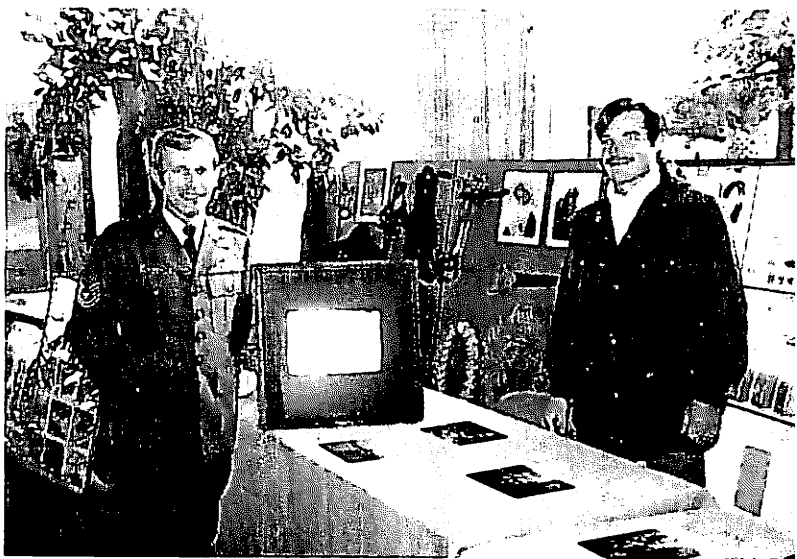
The formal opening of the conference Friday, December 6 was preceded by NASARC President Blair Nilsson's informal breakfast. This President's Breakfast gave most delegates and guests and opportunity to update acquaintances.

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*John Olson, Oregon State SAR Coordinator and NASARC Conference host, must be credited with organizing and running an excellent conference.*



*NASARC Conference receptionists:  
L-R: Sandra Ekstrom, Alza Turner,  
Lillian Lohr, and Maxine  
Closterman.*



*304 th ARRS USAF Portland  
Paramedic Jumpers (PJ's)  
display. L-R: Sgts,  
Chuck Morrow and Jerry  
Bankston.*

*Jim Granger and the  
Seattle Explorer SAR  
van.*





*National SAR School  
Commander Carl Meredith,  
US Coast Guard, addresses  
a special workshop on the  
'SAR Mission Coordinator'.*

*Arizona SAR Coordinator,  
'Fitz' Fitzgerald, gives  
the State SAR Report  
during the Coordinators  
Panel.*



*Jack Dolan of Oregon State  
presides over the workshop  
on SAR qualifications.*



*Skip Stoffel, Washington  
State Dept. of Emergency  
Services presiding at the  
Survival Education  
workshop.*



The NASARC business meeting also preceded the general meeting and it readily became apparent that there would be insufficient scheduled time in the business meetings to address all NASARC business. In a gesture to meet this dilemma, President Nilsson scheduled informal meetings before breakfast and in the evenings.

In the West Ballroom of the Portland Sheraton Hotel, NASARC President Blair Nilsson called the general meeting to order. President Nilsson then thanked all those attending, introduced the delegates and advisory committee, and reviewed and adjusted the forthcoming 3-day agenda.

The first speaker, Commander Carl Meredith of the U.S. Coast Guard National SAR School, lectured on the purpose and objectives of this unique school. Cmdr. Meredith reminded the audience of the School's candidate program that presently was in affect for the annual State Administrators session upcoming.

At the welcoming luncheon by the host state, Harvey Latham, Oregon State Office of Emergency Services Director and John Olson, Oregon State SAR Coordinator, represented the governor in again welcoming the guests.

After lunch, the following workshops and they're coordinators commanded the attention of the NASARC guests and delegates.

TERMINOLOGY, Lois McCoy  
PREVENTIVE SAR, Skip Stoffel  
SAR MISSION COORDINATOR, Cmdr. Carl Meredith  
QUALIFICATIONS, Jack Dolan  
SPECIAL SAR PROBLEMS, Ron Carlson

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*Paul Koenig, NASARC Secretary, caught in a lighter moment, while wrestling with the NASARC problems of finance and membership.*



*Jake Herzog, Wyoming Disaster and Civil Defense Agency.*



*George Connell, Past Commander, Nat. Jeep Search and Rescue Assoc.*



*Bill Young, Captain, Fresno County Sheriff's Dept. California.*



*Skip Stranton, Idaho Representative to the NASARC Conference.*



*'Doc' Dickson, Commander of the National Jeep SAR Association, speaking out at the NASARC Advisory Council.*





*California State SAR Coordinator Bob Hill. State SAR legislation in California has not yet been approved.*

These workshop coordinators did an excellent job and as might be expected, there wasn't enough time to sit in all the workshops that were interesting.

That afternoon late, the hospitality room was an instant success. Which gives you an idea of how long the refreshments lasted.

Saturday morning the Federal Panel was presented by Bill Wade of the National Park Service. It is apparent from the comments from the panel members that the U.S. Government is greatly involved in SAR to varying degrees depending on the agency.

Blair Nilsson, NASARC President, moderated the State SAR Coordinators Panel with 6 member states at the speakers table. These delegates were:

ARIZONA, Fitz Fitzgerald  
CALIFORNIA, Bob Hill  
COLORADO, Blair Nilsson  
IDAHO, Skip Stranton  
MONTANA, Jake Herzog  
WASHINGTON STATE, Rick LaValla

The Volunteer Panel was moderated by Don Wilson, Boy Scouts of America, Western Region, Explorer SAR Director. Represented on the panel were:

Explorer SAR, Don Wilson  
Civil Air Patrol, Col. Cary Moore USAF  
Mountain Rescue Assoc., Lynn Buchanan  
National Jeep SAR Assoc., 'Doc' Dickson  
American Search Dog Assoc., Bill Syrotuck  
National Ski Patrol, Don Polinsky  
Posses, Dean Fitzwater

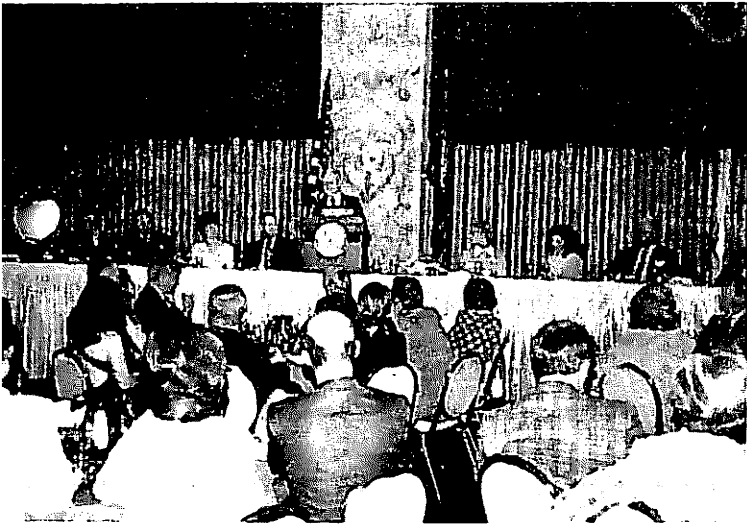
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*Col. Carey Moore, USAF  
CAP Liaison*

*Andy Cooley, Public Relations  
Seattle ESAR.*

*Bill Hanzen  
DPCA, Region 8*





*NASARC President Blair Nilsson  
addressing the NASARC Banquet.*

During the afternoon break, the ESAR Operations Leader Van from Seattle ESAR was shown off in the hotel parking lot.

That evening the NASARC Banquet was held in the East Ballroom. The banquet speaker was Rear Admiral Chester A. Richmond, Commander, 13 th Coast Guard District. Highlights of the Rear Admiral's presentation were; the history of Coast Guard SAR, the National SAR School, manual and plan, the Water Safety Congress, and the Interagency Committee on SAR. It was a very informative presentation.

Moving into the awards section of the NASARC banquet, Col. Joe Henjum Jr. presented the State SAR Awards. These State SAR Awards represent outstanding teams, organizations and agencies within each member state. The 1974 State SAR Award winners were:

CALIFORNIA, San Diego Mountain Rescue Team  
COLORADO, Alpine Rescue Group  
UTAH, Civil Air Patrol  
WASHINGTON STATE, State SAR Council

The following special awards were made for exceptional individual effort in behalf of the NASARC by Blair Nilsson. John Olson, Oregon State SAR Coordinator and NASARC Conference host. Paul Koenig, Utah State SAR Coordinator and NASARC Secretary and Treasurer. Dennis Kelley, Los Angeles County Sheriff's Montrose SAR Team member and publisher of the official NASARC publication *SEARCH AND RESCUE MAGAZINE*.

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*Harvey Latham, Oregon State  
Director of Emergency Services,  
and his wife Margaret at the  
NASARC Banquet speakers table.*

*Rick LaValla, Washington  
State SAR Coordinator,  
accepts the NASARC State  
Award for SAR excellence  
in behalf of the  
Washington State SAR  
Council from Col. Joe  
Henjum, Jr. Director of  
the Air Force Rescue  
Coordination Center and  
NASARC Awards Chairman.*

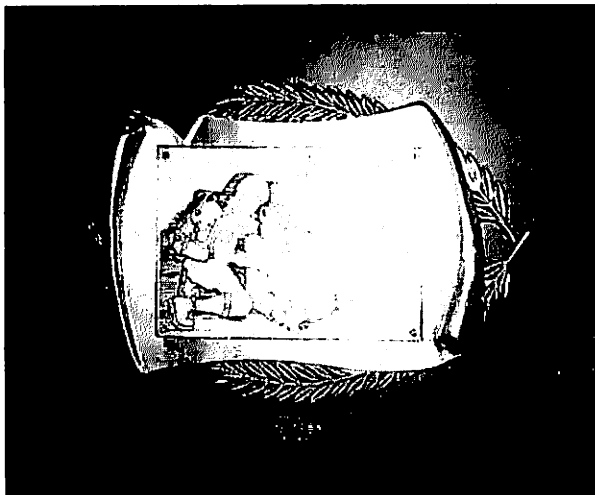


*Dennis Kelley,  
SAR Magazine  
publisher, accepts  
the NASARC  
President's Award  
for contributions  
to NASARC from  
Blair Nilsson.*

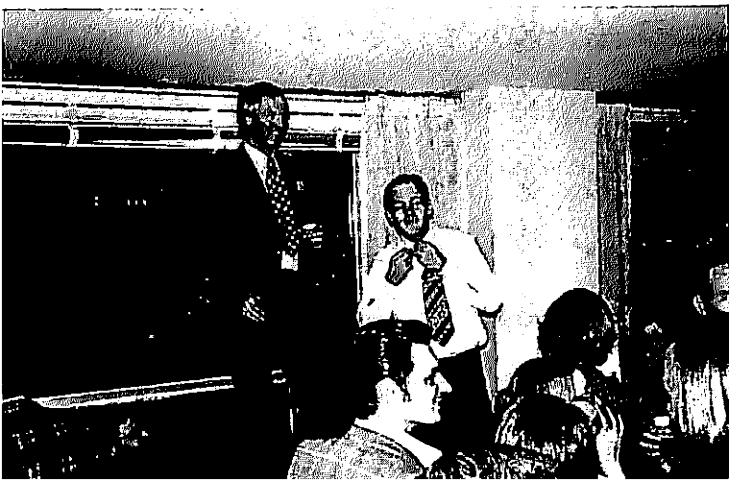




*Shirley Foss seated with the first Hal Foss Award. L-R: Blair Nilsson, Pam Foss, Lynn Foss, Jackie Foss, and Rick LaValla.*



*Rick LaValla and Tom Staadt prepare for the aerobic respiratory capacity competition. This unique Tacoma Mountain Rescue Unit exercise not only tests the physical prowess of the testee, but also reveals his true character.*



*The first HAL FOSS Award for SAR excellence was presented to Hal's widow, Shirley Foss by Blair Nilsson. Mrs. Blair Nilsson, Arlene, on the right, congratulates Shirley.*

In a very moving presentation, Shirley Foss and her children, Lynn, Pam, and Jackie accepted from NASARC President Blair Nilsson the first Hal Foss Memorial Award. Shirley received a standing ovation in memory of Hal.

Later that evening in the tradition of Mountain Rescue, the bi-annual aerobic respiratory capacity competition was held. The following results were noted.

Army over Air Force  
Army over Optometrists Association

The Army was represented by Captain Tom Staadt, the Air Force by PJ Jerry Bankston, and the Optometrists Association rep was unknown.

The following prominent organizations were represented at the NASARC Conference with excellent displays.

Washington State Dept. of Emergency Services, Rick LaValla.  
Institute for Survival Education, Gene Fear.  
Cascade Toboggan Co., Vic Bradley.  
USAF 304 th Pararescue ARRS, Sgt. Chuck Morrow and Sgt. Jerry Bankston.

Sunday morning, two panels were conducted. One on Survival Education and one on Aviation. With the completion of these panels the NASARC Conference formally closed. However, a NASARC Board meeting was held until noon Sunday resolving last minute problems.

John Olson should be congratulated for hosting an outstanding conference. John's efforts were very much appreciated. SAR MAGAZINE





*As the Air-Cav Huey teetered on one skid in the turbulent, thin air of 9,000 feet, rescuers struggle to load one of their fallen members.*

*Photos by  
Lynn Buchanan*

*INTRODUCTION by George Sainsbury, Chairman,  
Mountain Rescue Council, Washington State.*

*This undoubtedly is the most tension-ridden mission that the Seattle Mountain Rescue Council (MRC) has ever been involved in in its 25-year history. At midnight we had one victim and eighteen strong personnel in good condition at 9,000 feet on a major peak. One hour later we had 3 victims and 16 personnel in badly deteriorating weather many miles from the nearest roadhead. The rockfall, which was spontaneous, was apparently triggered by a sudden and severe temperature inversion. Had it not been for the bravery of the helicopter crews we would have been confronted with a major evacuation which would have been extremely difficult for at least two of the subjects. All segments of the personnel performed extremely well under very difficult and trying conditions. Not enough can be said for the support that was received from both Sheriff's offices, the State Dept. of Emergency Services, Explorer Search and Rescue, MAST, and the 5th Cav. The willingness of the Sheriffs, DES, and Mountain Rescue units to institute a major mission when all the facts were not known proved essential to the eventual success of the mission.*

# MT. STUART RESCUE

by Paul Williams

**m**onday, July 8th, 9:30 A.M. Received a call from George Sainsbury in which he recounted that Al Givler, one our hot, young rescue men, had been descending a peak in the vicinity of Mt. Stuart and that he had run into a party who had met two people descending en route to report a mountaineering accident. The accident had taken place several hundred feet below the summit of Stuart. Givler was calling in to find out if the operation was in action, because he didn't want to drive back over. Sainsbury had called the Sheriff's office, and they had no report of any accident. I advised of my availability. At lunch I received a message that the rendezvous was at 2:00 P.M. at Eastgate.

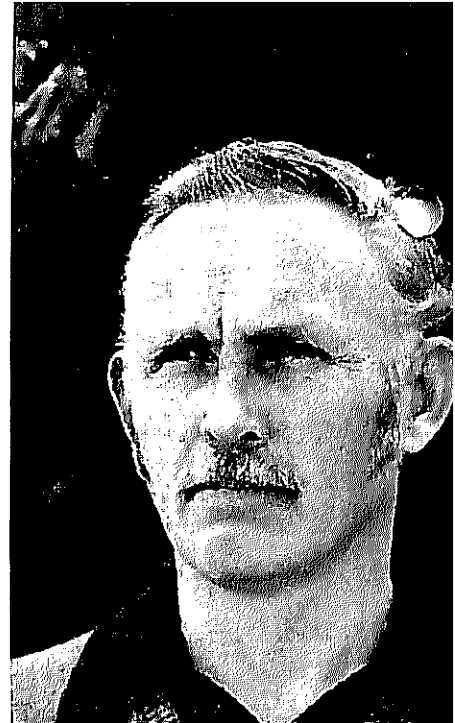
I arrived at Eastgate and I was diverted to Bellevue Airstrip, where Sainsbury was bringing in an Air-Cavalry Huey to pickup a six-man advance team. The Air-Cav Huey proved to be our pilot of the operation of the prior week of the two lost hikers in Pratt River. We dispatched the six-man team, collected the advance party and departed for Stuart in five cars. At this time the whole operation was going full blast, even though we had no positive confirmation on the accident.

We stopped at Cle Elum, Sainsbury complaining because he'd had no breakfast or lunch, and placed a call to the Sheriff who confirmed that there was, in fact, an accident, the people seeking aid having come out at Wenatchee and having report to the Sheriff. We drove to the end of the road and found Lynn Buchanan and Judy Beehler there, along with several Sheriffs. The Air-Cav Huey, meanwhile, came back in, having re-fueled.

I had been designated by this time Field Operations Leader (O.L.), collected Lynn Buchanan in my team and four others and was immediately lifted to 6,500 feet by the Air-Cav Huey. The Air-Cav Huey successively brought in Herman Gross with an additional six-man team and a three-man team from Yakima, including Dave Rowland, who had gone to Popocatepetl on our Mexico City Mountain Rescue Seminar. The entire upper part of the mountain was socked in. We quickly picked up the steps of the advance team who had been put in 1,000 feet lower than we and followed along to the False Summit, arriving at approximately 8:45 P.M. The advance team was on the main summit about a quarter mile away and reported that they were down to the victim.

The victim was in relatively good condition, approximately 80 vertical feet below the main ridge and approximately 100 feet below the summit of Stuart. At this point the mountain is vertical on the north side, a large cirque descends to the south over 45° to 50° snow slopes, the main peak being to the west and only slightly higher than the False Summit.

*The author, Paul Williams is a Seattle attorney who has been a leader in national SAR for many years. He is past President of the Mountain Rescue Association and has authored the book, "Mountain Rescue Leadership".*



The advance indicated that it would be best that we bivouacked there for the night, since there was a minimal amount of bivouac facilities available at the ridge immediately above the victim. I concurred. By this time my two-watt portable had crapped out, and I was operating on a 175, a five-watt portable carried into the field by Herman Gross, the two teams having since consolidated. I found a large overhanging rock, crawled in under that with Lynn Buchanan and Herman Gross, and the rest shifted for themselves in finding holes hither and yon under rocks. By approximately 9:15 P.M. the three Yakima people arrived, heavily laden with sleeping bags and tents. They set up light housekeeping approximately 10 feet down from us and slightly to our left in a large hole in the rock, erecting the tent above them. I had wool clothing on, a tube tent, my feet in the feltie, and part of Herman Gross's survival blanket over me. I was getting quite wet in the tube tent due to condensation, but the light breeze and falling temperature caused Lynn to be even colder than I was. At approximately 2:00 A.M. out of a sound sleep I was awakened by a rock avalanche and wild screaming. Buchanan immediately rolled out of the hole. I had a difficult time getting out of the tube tent into my boots. I got a hold of the radio - the screaming still continued - and advised base of our problem. At this point the receiver jammed open, unknown to me, and the cries of pain were carried over to the advance team with Doug Burbank, the injured party and his wife.

At this time I was under the impression that lightning had triggered the avalanche, which proved wrong. In approximately two minutes I was down to the site and found Matthew Kerns crying in pain on top of the rocks. I'm not sure how he

(CONTINUED NEXT PAGE)

ever got out of the hole. David Rowland was down in the hole with a large three-man rock resting on his leg. We couldn't get Dave out without moving Matt, and he cried with pain every time we touched him. Herm Gross went out and found the other half of the stretcher and rolled the men out who were with it, they not having heard the avalanche, and returned to make up the stretcher with the half that I had carried up. This, as usual was accomplished with some difficulty in getting the parts to fit.

We moved Matt into the stretcher with some difficulty and moved him about five feet uphill. Everything was slippery, a heavy dew having iced all the rocks.

Now we were in a position to try to get Dave out of the hole. Three men then moved in and got hold of the big rock resting on his leg and moved it out. We put a sling around Dave's shoulders and pulled upward. He fortunately was able to extract his foot from under the rock where it was trapped, and we were able to move him out of the hole. Fortunately, he was in a sleeping bag, and we were able to cover him immediately with a tarp.

*Members of two Washington State Mountain Rescue units carry rescuer/victim Matt Kerns from the scene of the rockfall to the false summit for aerial evacuation.*



We radio in for permission to administer drugs. We had Darvon, Codeine, Aspirin II and Demerol. George Sainsbury caught Dr. Don Fager in Wenatchee before he departed and gave us authority to administer Codeine orally every three hours. By this time it was 3:45 A.M., raining very softly and just beginning to get light. By 5:00 it was light, and slowly the fog melted away leaving the mountain clear of weather but surrounded by threatening storm clouds. Lynn Buchanan radioed the weather into Sainsbury. We were after the Medical Evacuation Huey out of Yakima. The weather continued to improve. George radioed back that he was having trouble getting authority from the Sheriff to call the chopper, the Sheriff not believing that the weather was as good as we said it was. By this time I knew that a massive call-out was going throughout the State to bring in Mountain Rescue teams and Explorer Scout Search and Rescue (ESAR) teams. At this point I really leaned hard on George Sainsbury, figuring that the scream would carry down to the Sheriff to go after that chopper at Yakima. Meanwhile, an Ellensburg ESAR team had been dispatched to the Pass with two stretchers. We knew that Prater and Anderson from Ellensburg were coming in behind them, and we figured that ESAR could get them as high on the mountain as was possible before Prater and Anderson collected them and began the ascent on foot. Unfortunately, the stretcher team went off down the wrong trail.

Meanwhile on the mountain, we moved Matt up to the ridge crest. I was sure we would have severe turbulence coming up from the north out of the 1,000 foot hole. To the south we had fog in wisps coming up and spilling over the ridge crest over the most obvious helicopter lift-off point. Going to the east of the false summit I found a snowy platform about 20 feet wide by 30 feet long, bound on the north by the huge hole and on the east by a 45° slope. It was the best apparent helio-lift-off spot. Between 6:00 and 7:00 A.M. the first of the Hueys appeared, the Air-Cav, to be followed by the Medi-Vac Huey. We actually had two Hueys flying simultaneously on the mountain at this point.

The Air-Cav came in on its first approach on our potential lift-out spot, coming in over the north face. He hovered five to ten feet off the edge of our pick-up spot, hovering over the north side abyss. He sat there in severe turbulence, quivering, and finally pulled away. Our lift-off spot raised slightly to a small snowy pinnacle about three feet high. He circled around and came in. This time he even touched the peak before he pulled off, beaten by the turbulence.

Then the Medi-Vac came in and tried also to come in. He sat above the north side in the updraft quivering like a bird, and he likewise threw in the sponge and departed.

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*This similar photo of a chopper pickup is actually the Medi-Vac bird following the Air-Cav Huey on the false summit.*

It began to look as though we were faced with an evacuation by ground down the steep snow slopes, starting with Matt, and I knew this was going to be a rough trip, since we would be on 45° to 50° slopes, setting up continuous anchor points.

The Air-Vac flew down, picked up a stokes litter and a traga, flew up to the pass where we collected Prater and Anderson. He flew up, dropped the Stokes litter to the advance team on the main peak by lowering the same on a long rope, and then flew over and made an approach at the False Summit where we were.

By this time the turbulence had subsided. He came in over the snow patch. I moved in under him, and he was able to drop the traga to me by lowering it on a climbing line. He then pulled out and came in a second time to my surprise. Apparently, the turbulence had subsided. He still fluttered and quivered in the air, but he came in and managed to get a runner onto the snowy summit. Prater piled out onto the runner and jumped into the hole. Anderson followed him, literally diving out of the bird over the abyss. Meanwhile, the boys had moved Matt onto the platform, and as soon as Prater and Anderson cleared the hole they poked the stretcher up into the Air-Cav Huey, the end of it going out over the north face abyss as it passed into the bird. They got it aboard safely. He pulled off and flew towards base camp.

Meanwhile, the Medi-Vac bird was sitting out watching the whole operation. At this point he had a problem. One Huey having made a pick-up, I'm sure he felt a terrible pressure in regard to the second victim. We had no sooner gotten our traga assembled and our second man into it when he made an approach. I don't think I have ever seen a more scared pilot or co-pilot as they came in over that turbulence on the north side. He slid in, got a runner onto the snowy peak, which is at 9,100 feet, and we slid our second man aboard, and we were able to radio to George that we had two away.

At this point we went through a tremendous emotional letdown. Having solved our own personal crisis, we were now faced with the solution of the original problem that had brought us up, and we still had that injured Canadian climber from Keremoes at the foot of an 80-foot cliff.

I knew we would have to have some bodies over there just for the hauling, although I was certain that the six that were over there would be capable of rigging the lift-out. Gene Prater and Howard Anderson started across, and I went over followed by several others. I got onto the snow and discovered that the slope was 45° and iced up, and I cursed myself for not having put on my crampons. Another miserable problem was that I am left-handed, and the old ice axe holes were all uphill on the wrong side. I managed to work around the corner without incident and arrived in time to check out the excellent rigging system that the advance team had set up.

They had put in a huge set of slings, had a lifting line started from the ridge going down to the litter, through a pulley, then up through another pulley, with a jummar rigged to hold as a brake. In addition, they had an anchored second belay line. I was most impressed with the competence of their rigging. The actual lift was done with a horizontal Stokes with one man hung on the outside to hold it out. With the mechanical advantage of this arrangement, six of us were able to lift the stretcher without too much difficulty. The lift was up an 80-foot vertical wall. We then pulled up several of the packs and the injured climber's very attractive wife Rachael. The third lift brought up the radio, and I was able to talk directly to the crewman of the Air-Cav chopper who advised that we wanted two loops on each end of the litter with an approximate length of 30 feet each.

I wasn't exactly certain what they had in mind. I had helped rig several tag line lift-outs of stiffs where you have approximately 100 feet of line hanging below a chopper, and I knew that the oscillation effect of this method could cause the chopper to flip and the whole works to be lost, and I hardly considered this to be an appropriate method of lifting a live victim. The terrain, however, prohibited a regular lift-out, since there was no clearance for blades, and we would have to cross the 45° slope over to our other lift-out spot. This would have taken three or four hours of rigging and would be highly hazardous. At the request of the chopper we moved downhill about 20 feet where the chopper could come in approximately 20 feet in the air.

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*Helicopter approaching the false summit of Mt. Stuart to evacuate one of two injured mountain rescuers while going to the aid of an injured climber. Note rescuers on snow ridge line.*

While we had a level spot on the snow, the snow rounded out into 50° to 60°, and anyone going over the edge would have a long slide. The result was we rigged two delay lines for the people who worked the litter.

The Air-Cav came in, hovered at approximately 20 feet, dropped down a single line, which we put through our end slings, which they promptly pulled up into the chopper. Two men then, one pulling on each end of the litter, were able to pull the Stokes up to the rail of the chopper. They tried to get it above the rail unsuccessfully and tied it off at that point. Needless to say, the victim watched this operation with great interest and terror, and I'm sure Rachael, his wife, shared the same opinion as she peeked

from behind a rock buttress. Finally, after what seemed like an hour but was probably no more than five to six minutes, the bird flew off from 9,200 feet down to the base camp with the victim hanging outboard along side the skid. As he made the turn I noticed some oscillation which the pilot was able to control. At that point it was time to go home. We tied Rachael in, put on our crampons and roped her across the steep snow to the False Summit, where we rejoined the remainder of the party. We moved across to our old pick-up spot on the east side of the False Summit past a green smoke cannister, put on crampons and began our descent. I knew that Sainsbury was trying to get the Air-Cav Huey back, but I didn't think there was a chance. I figured they had done a huge day's work by that time. We descended to approximately 5,000 feet. I could look into the bottom of the valley that we were going to have to go into and then climb 500 to 600 feet over a subsidiary range to get out to base camp. At this point, to our immense joy, our friend the Air-Cav returned and proceeded to start an air shuttle of all the men on the mountain back to base camp. He couldn't land. He could only come in and hover at about six to seven feet in the air, and it was amazing how everyone found the strength to climb up onto the runner and into the bird. I was proud of myself for having passed up the opportunity to go out in the first bird and looked around to establish a priority of departure. Someone suggested that it be by age. I'm sure he was thinking of the youngest first, but I thought it was a great idea and simply reversed it from the top down, which put me out on the next chopper. A big fear, of course, was that he would leave some people there, and I asked that he at least take out all the packs. I arrived back in base just in time to meet Hal Foss arriving by station wagon. (ED: Hal Foss, then the Washington State SAR Coordinator, died five days later of a heart attack climbing Mt. St. Helens with his son.) Fortunately, the Air-Cav chopper had enough gas to pull all the troops off the hill bringing the operation to a conclusion.

I am sure that this was George Sainsbury's greatest challenge as a base operation leader, and he performed magnificently. The mountain is astraddle two jurisdictions. The base camp is in Kittitas County; the mountain substantially in Chelan County. Sheriff Nichols of Chelan County and Sheriff Barret of Kittitas County fortunately cooperated fully with this highly hazardous and technical operation. Hal Foss is to be thanked for the tremendous assistance that he rendered us in man-power and equipment. We brought in ESAR teams and Mountain Rescue teams from all over the State after the tragedy struck. By the time of the third lift-out we had over 100 people in base camp. Within a half hour after the last lift-out the weather closed in completely obscuring the mountain soon to 5,000 feet. If it hadn't been for the lucky break in the weather we would have needed them all. This has been the most hazardous operation that I have participated in in 22 years. SAR MAGAZINE.



# MAN TRACKING

*Lois Clark McCoy, a member of the San Diego Mountain Rescue Team, has made significant contributions to SAR, the most recent being the first "REFERENCE GLOSSARY OF SAR TERMINOLOGY".*

**by Lois McCoy**

Photos by:  
Ken Benson, Idyllwild  
Joe O'Dell, SDMRT  
Dennis Kelley

## A REAL LIFE SUCCESS STORY--

The reacceptance of tracking as a rescue tool is essentially the result of a ten-year crusade by Supervisory Patrol Agent, Ab Taylor, in charge of the El Cajon Border Patrol Station, near San Diego, California.

Some years ago when he and his station officers were called to assist on SAR operations he became convinced that the U.S. Border Patrol's method of Man-Tracking could be used to find little children. He felt that tracking could accomplish a "find" more effectively and in less time than some of the other search techniques routinely employed.

It took ten years of dedicated effort by this man, who could not stand to hear little lost children crying alone, to gain the re-evaluation, and finally the general acceptance, of Man-Tracking as a search and rescue tool.

Ab is a man of eloquence with a grand way of talking. For a man with no Irish blood he does have a fine way with words. Maybe the fact that he was born in San Angelo, Texas has something to do with it. Here he explains his conviction, born from his experiences on SAR missions, that small children will hide from the noise and confusion of the Search. He explains the events that led to his determination to train search and rescue personnel in the techniques of Man-Tracking as follows:

"The poor little fella was curled up just like a baby rabbit in the grass. The flash-lights and noise of the line searchers coming down the hillside above us would have scared me too if I hadn't known what it was. To a person who has never heard it before, the noise of a line search

sounds like a herd of water buffalo crashing through the brush. This poor little tyke thought for sure the monsters were going to get him and he was hiding for all he was worth.

"This had been our previous experience when agencies would call us to assist on a Search. A few years back one of the Border Patrol agents from El Centro was involved in a search for a small girl in the desert. He was still following her tracks as the sun came up and there she was, sitting watching him on a nearby mound. He said, 'Betty, why didn't you call out to me?' She said, 'My mama doesn't 'llow me to talk to strangers.'

"Finally, in order to stimulate an appreciation of Man-Tracking as a rescue tool, we started teaching tracking techniques to Sheriff's Search and Rescue Reserves and later to the San Diego Mountain Rescue Team. For a time it was like crying in the wilderness. Back then, many people thought that step-by-step tracking would be too slow a method to find a live victim."

About this time the San Diego Mountain Rescue Team got involved in investigating the SAR possibilities of tracking after there were five unsolved searches in California in one year. No body, no clues--they seemed to have just disappeared into thin air and two of them were children under seven years of age.

On the basis that even if tracking might be too slow to reach a live victim, the San Diego Mountain Rescue Team incorporated expert Border Patrol trackers into their first response team. The thinking was that a dead body was better than no body at all.

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*Supervisory Patrol Agent-In-Charge, Albert S. Taylor of the U.S. Border Patrol, El Cajon office. This man has spent much of the last ten years in an effort to show the Search & Rescue community that the Border Patrol had "a better mouse trap," and now he finds the world beating a path to his door for training in man-tracking.*

*Gradually the level of tracking ability in SAR groups is rising, but the Border Patrol still reserves its own designation of "expert tracker" to those agents with more than 10,000 man-hours of tracking experience to their credit.*

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Again, let's listen to Ab:

"We had been convinced that where small children, retarded children, or senile adults were concerned, Man-Tracking was the best way to go. To date tracking by our El Cajon Border Patrol agents has had a 100% rate of success with children under 14 years of age.

"These little ones hide on you. They're frightened that they're going to get a whiplash, that Mom or Dad is really going to lay the law down 'cause they've run off or some such. You've got to walk right up to them to find 'em and find 'em quick so as to get them still in good shape.

"We at the El Cajon station teach the Step-by-Step Tracking Technique. We developed this technique and are the only Border Patrol unit that uses this teaching method."

Ab continues:

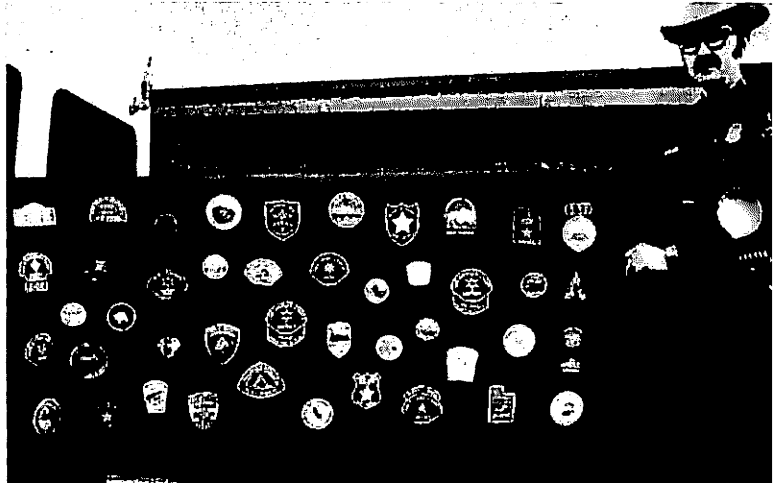
"Before 1960 most of the Border Patrol Trackers were veteran officers. A little tracking was still taught to new Border Patrolmen, but their ultimate proficiency depended on their interest and ability to ingratiate themselves to some old moss horn that had a reputation as the best tracker in any given area. This was a slow and painful learning process with limited results.

"In the 1960's almost every alien we caught was the result of tracking him from sun-up to sun-down all day through all types of terrain in spite of every trick he knew to disguise or hide his tracks. At this time we began to get new recruits from all over the U.S., many from the asphalt jungle. It became apparent that we would have to speed up the training procedures. So the Step-by-Step Tracking Technique was born here in the Chula Vista sector. It has proven to be the fastest, most effective method to teach tracking to a group of people in a relatively short time. It has increased our apprehension rate in the Border Patrol by many thousands over the years. I have every faith that it will do the same for Search and Rescue.

"In the years since we started with the two San Diego teams, we've taught this method to all the California Mountain Rescue Association Teams and to many of the California Sheriff's Search and Rescue Teams. We have traveled to the states of Washington, Colorado, Arizona and Utah to teach Seminars on Man-Tracking. Later these teams have traveled here to San Diego for more advanced training.

"Not all Border Patrolmen are expert trackers. We in the Border Patrol save the designation "expert" for men who have over 10,000 hours each in the daily exercise of their tracking skill in the line of duty.

"Most of our tracking of aliens these days involves groups of people and this type of tracking can be routine to an experienced man.



*Border Patrol agents from the El Cajon office have volunteered their off-duty time to assist in training organized SAR teams throughout the western states in man-tracking. The banner above is the pride of Patrol Agent, Jack Kearney. It shows the insignias of only some of the many SAR units who have undertaken training in man-tracking with the El Cajon Border Patrol station.*

"However, when the life of a child is at stake, nothing but our most skilled trackers are used to answer requests for Border Patrol assistance.

"Finally the day has come that I often doubted that I'd ever see; Man-Tracking has started to gain the recognition and use that it deserves as a valuable tool. This can only improve as tracking is more widely employed and a Standard Operating Procedure is adopted as a first effort in all searches. Tracking has still not reached its full potential--in fact the surface has barely been scratched (but thank God for that scratch). There are areas in the interrogation of witnesses and in track identification that have hardly been explored. Many of our successes have been the result of these two techniques; and I point out that these two techniques must be employed before the first track is even looked for. To date, we have only taught some of this technique to two of the Mountain Rescue teams here in California. Much work remains to be done in these areas."

#### HISTORY OF TRACKING

The use of tracking as a search technique reaches back into our western heritage. Our legends of the past all include the Indian trackers and early scouts of the U.S. Cavalry. Great reliance was placed on their ability to read the stories of war parties and wagon trains from the tracks on the ground.

But by 1960, Man-Tracking had nearly dropped from the search and rescue scene.

The Indian trackers and scouts had disappeared, the Cavalry now rode in tanks and the trails were black-topped highways. The ability to track men

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and animals had almost become a lost art along with candling eggs and notching logs for a cabin.

There remained, however, one last pocket of tracking skill. Even through the 1960's and early 1970's the U.S. Border Patrol was still using man-tracking as one of its routine and valued techniques in the apprehension of illegal aliens attempting to cross the borders into the United States.

This was the situation when Ab began to teach his step-by-step method of tracking to SAR personnel. Over the years as chief of the El Cajon station, he had developed this controlled method of teaching track identification for the Border Patrol and now the Search & Rescue novices began to find that Man-Tracking was not a mysterious art confined only to proud possessors of Indian blood. It was a learnable skill much the same as learning to typewrite or to play the violin.

Over the next five years the San Diego teams continued to experiment with tracking, but learning was a slow process. Tracking takes extreme patience and careful technique--both qualities not in keeping with the pace of life today in the United States.



*The attempt to learn the skills of tracking takes an enormous amount of patience and perseverance--qualities not found in abundance in our life style of the 1970's.*

*It's not every Search & Rescue man's "forte", but for those who stick with it for at least 100 man-hours of practice, the rewards in having a trained eye are gratifying and can produce results.*

*COVER: Larry Harlan, Border Patrol tracker holds little boy he tracked down near Thermal, California.*

There remained other pockets of "believers" in Man-Tracking. The San Bernardino Sheriff's Department relied heavily on the well-known and respected George B. Birdsell. For many years they relied on his skill and still continue to use his son and several of the men he trained in what he called "cold trailing."

The Montrose Search and Rescue Team routinely emphasized searching for clues in their search strategy--one of the more important clues being footprints.

And some of the original founders 25 years ago of the Sierra Madre Search and Rescue Team, the LaLone brothers, were trappers and woodsmen on Mt. Wilson. They remained believers in the value of Man-Tracking as a valid rescue tool.

In the late 60's, however, most Search Commanders were still hesitant to assume the risk that step-by-step tracking might prove too slow to "catch" the subject before he was down or perhaps dead.

As the Border Patrol began to be called earlier on SAR missions, it came as no surprise to Ab that they began to accumulate an impressive list of assists. To date, on all missions involving children on which the Border Patrol has been requested, the subjects have been found alive and well.

Ab continues:

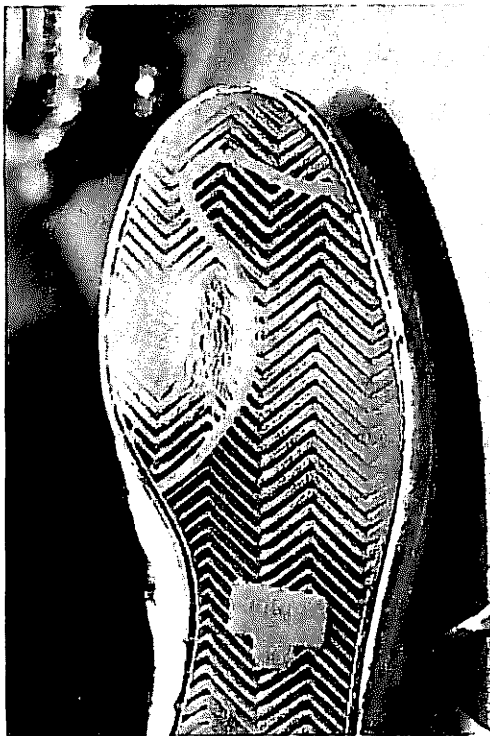
"This sort of record gets attention. Realistically it is almost more than we can hope to continue. However, it is a dramatic indication that, properly employed, tracking can be a rapid method of search.

"Since we've been working with rescue teams, we've become pretty experienced in how we can best fit our tracking techniques into the overall search plan. We begin with the most thorough investigation--the point last seen or the vehicle which brought them into the area, the last known activity, etc. And then comes the hardest part--to get a positive identification of the subject's footprint. This can be the most time-consuming part of the search. For example, if it involves a lost ten-year old who has disappeared from a home for retarded children, all of whom wear shoes bought by the home, all the same style, make, and sole--well that's a tough nut to crack. But we did it and found the boy by daybreak and alive and well. What you have to find in a case like that is the one single set of small tracks leaving the area alone.

"Once we can get a direction of travel on the subject or when the direction of travel commits the subject to a contained area such as a steep canyon, then the search can concentrate its helicopter coverage ahead of us on that line of travel. Using this type of coordinated search strategy we have obtained an average recovery

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time on our last five searches for small children of 2-1/2 hours from the time the expert tracking team took the field until the live recovery of the child.



*The sole of each shoe, even those with the same original markings, becomes as different as each individual fingerprint to the trained eye of the tracker. Above, note first the distinctive patterns on the sole and then the various areas of both smooth and rough wear that clearly indicate that this is one certain shoe and would permit a positive identification of the track.*

#### FUTURE APPLICATIONS OF THE MAN-TRACKING TECHNIQUE

"We see a real opportunity in the near future for the use of Man-Tracking by the Park and Forest Services. When it comes to SAR problems, the Park and Forest Services are limited in the number of rangers available to prosecute the original phases of the search. This lack of numbers turns into a plus when tracking is employed. We've just broken the ice with these services to date, but we hope to promote the idea that Man-Tracking should be "Search First-Aid." Each ranger should routinely employ it in his initial investigation of the lost person report. This tracking awareness has resulted in the protection of the tracks by the Rangers at the point where the victim was last seen. In turn, this has helped to obtain an easy and rapid search solution in the cases

when we were later called to assist.

"With the present pressure of the deluge of aliens trying to enter the United States illegally, the Border Patrol is limited to responding on a non-interference basis to SAR problems. However, we try never to turn down a request involving a child.

"Hopefully, when the extreme pressures of this flood of aliens is lightened, or when we get more agents, the Border Patrol can look to the day when we will provide a plane and an expert tracking team to fly as a first response group on calls for tracking assistance. Right now, this must wait for the future. At this time we will continue to provide training in our step-by-step identification method of Man-Tracking to SAR groups requesting it. We will also respond, if at all possible, to any request for our assistance on a non-interference basis to our primary responsibility of protecting the U.S. borders.

"Tracking won't always solve every riddle. We don't pretend to be the answer in every case. Heavy rains can wipe out tracks. However, a fresh snow fall, if the man is still moving around, isn't the draw-back that you might expect. It may cover his original tracks, but the new tracks are easy to pick up. Who else is out there moving around by himself in a blizzard?"

The most serious limitation for the employment of tracking is not difficult tracking terrain says Ab--"although there probably is somewhere a type of area too tough to track, but we haven't been unlucky enough to find it yet."

"Many wrinkles are known to the experienced tracker, that enable him to work terrain that some search people on the scene will pronounce as impossible and therefore they decide not to call the tracker. Let the experienced tracker make this determination.

"It makes as little sense for the average searcher to evaluate the possibility of running a track through difficult terrain as it would for me, an inexperienced, timid rockclimber to decide a particular cliff face was impossible to climb. For me, yes, the cliff would be impossible; but for a skilled rock-climber, it would be only an interesting challenge--5.5 or 5.6 we'll say.

"Call us. We will respond to as many as possible, particularly children.

"Our biggest tracking problem is not difficult terrain. What really shoots us down and greatly delays the search is too many tracks. These are usually put there by well-meaning searchers, friends and family who have tramped every last evidence of the subject from the ground in their efforts to find the person before the trackers were called.

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Joel Hardin was formerly stationed with the U.S. Border Patrol, El Cajon. He has now been transferred to the Border Patrol offices in Blaine and Bellingham, Washington on the Canadian Border. He is continuing his efforts to spread the step-by-step Man-Tracking methods throughout the north west.

Joel feels that the heavy blackberry thickets and ground cover in parts of Washington are actually of assistance to the tracker. Contrary to some searchers' expectations, the heavy underbrush forces the lost person to stay to the more open areas where tracks can be more easily seen. If the subject does attempt to force his way through the brush, the vegetation tells the tale of someone's passage to the trained tracker's eye.

Vegetation tracking does take a trained expert. Joel Hardin in Bellingham extends the same offer of expert assistance as does the El Cajon Border Patrol office. He has already held trainings in Canada at the request of Search and Rescue forces there.

"Man-Tracking is a first response search technique and if we can incorporate this single, most essential thought into land search strategy, we'll see a much greater rate of tracking success. Recently we're starting to make some progress along these lines.

"In the past, the trackers were all too often called as a last resort after a multitude of grid searchers, dogs and clairvoyants.

"This is not to say that all of these other search techniques don't have a place or cannot be effective. But Man-Tracking cannot be effective after all "sign" has been obliterated by the single best track eraser there is--your big flat feet.

"If you're going to use tracking, use it first. When you call us as a last resort after everything else has failed, you place us and the victim at the worst possible disadvantage. If it's a child, we'll probably still make the attempt, but the results will be slower and 100 times more difficult."

Now that "Man-Tracking" has regained general acceptance as a valued search technique, Ab's next effort is planned for a greater understanding of its employment within the strategy of the overall search plan.

How to make the optimum use of the special strengths of the Man-Tracking technique is still being discussed by search commanders. The correct use of any search tool can increase its effectiveness and a clearer understanding of "How Tracking Can Be Made To Work Best For You" is Ab's next crusade.



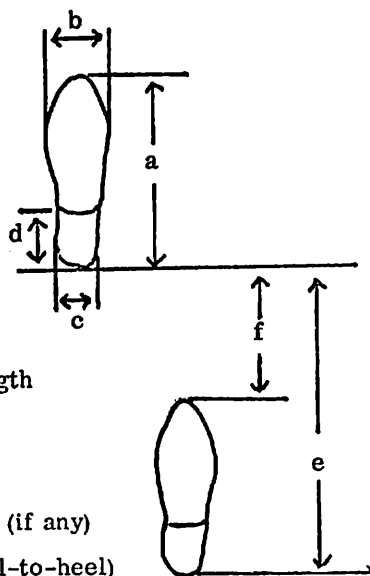
The movement of any person, animal or vehicle over the face of the land leaves evidences of its passage. Here, a broken twig tells its story for the expert tracker to interpret.

He says, "We're looking forward to the California Search & Rescue Seminar on May 17th and 18th in Idillywild this year. In our part of the program, we really want to make the point that land search strategy and tactics has overlooked the single greatest advantage it has over water or air search.

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Man-Tracking should be considered "Search First Aid". Any person taking an initial Lost Person Report should be trained to appreciate the special needs of the tracker. The proper preservation of clues and tracks in the beginning of the operation are as essential in Search & Rescue as they are in Law Enforcement. Here, a volunteer group of searchers take instruction in "Tracking Awareness" in the El Cajon area.



#### Size

- a = overall length
- b = sole width
- c = heel width
- d = heel length (if any)
- e = stride (heel-to-heel)

Positive track identification is essential to prevent confusion and delay when using the man-tracking method. We reproduce here a portion of the track identification chart developed by the China Lake Mountain Rescue Group. This group is one of those who has spent many hours under Ab Taylor's direction in perfecting their tracking skills.

"This single, most valuable difference is that the victim leaves visible sign of his movement over the land. A boat on the ocean leaves only a momentary wake; a plane in the sky leaves no trace--but a person, animal or vehicle cannot move across the earth without leaving evidences of its passage.

"The best story lies there on the ground waiting to be read. Don't overlook what is perhaps the greatest clue to solving the riddle. Depending upon the experience and ability of the tracker, that story can be read. The expert tracker can solve the puzzle.

"The impact of this single outstanding difference in Land Search remains to be fully recognized and incorporated into land search strategy.

"I am most optimistic based on the present interest and progress, that we will see the day--maybe in my lifetime--when the best possible Tracking techniques and strategy are routinely employed in every search where appropriate."

It should make for an interesting future in Land Search & Rescue if Ab Taylor's new project creates as much change, increased understanding and new solutions as the one just finished.

It appears he has succeeded in re-establishing Man-Tracking as a valued rescue tool.

# INLAND SAR 1975

**n**ational military and civilian representatives arrived at Scott Air Force Base, Illinois, Wednesday, January 15, 1975 to improve this nation's search and rescue operations with a national conference.

This conference, entitled "INLAND SAR 75," was held in the recently completed Air Force Rescue Coordination Center (AFRCC) and was designed to encourage development of state and local community search and rescue organizations and to familiarize existing units with the search coordination capabilities available through the AFRCC.

More than 70 representatives from state, federal, and military SAR agencies from the 48 contiguous states attended this conference, described as the first meeting of all state representatives to discuss the National SAR Plan.

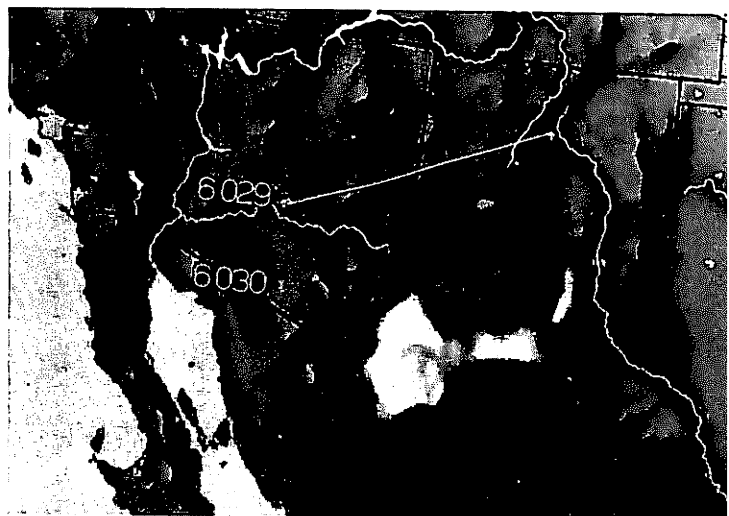
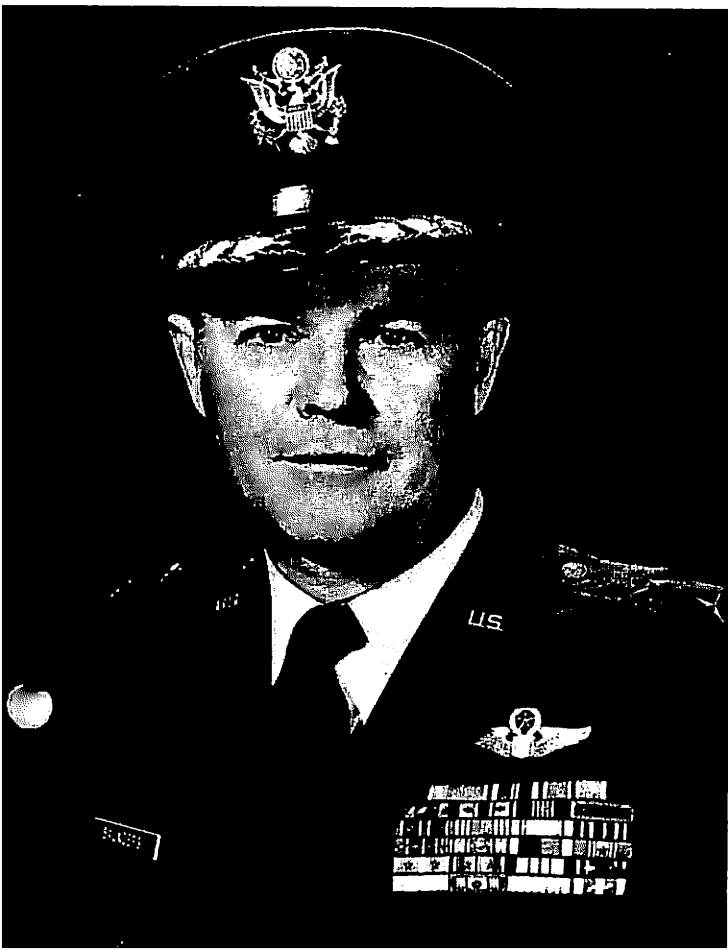
Expansion of aviation activities in the early 1950's increased the need for a nationwide system to rapidly respond to flyers in distress. President Eisenhower recommended such a system be created, and 1956, the National Search and Rescue (SAR) Plan went into operation.

Under the original plan, the continental United States was divided into three subregions for coordination purposes, with an Air Force Coordination Center (AFRCC) in each region. In June, 1974, however, the three regional centers were consolidated into one AFRCC at Scott AFB to assist both military and civilian persons in distress throughout the continental United States.

Although originally geared to assisting aviators in distress, the result of the National SAR Plan has been a network of military and civilian organizations ready to respond to any search and rescue emergency rapidly and professionally. No SAR mission is "typical" but the emergencies tend to fall into three categories:

1. overdue or crashed aircraft,
2. lost person,
3. emergency medical evacuation of critically ill or injured.

(CONTINUED NEXT PAGE)



*Two missions being worked by the AFRCC in real-time.*

*Maj. General Ralph S. Saunders, Commander  
AEROSPACE RESCUE AND RECOVERY SERVICE*



*Colonel Joseph Henjum, Jr., Director  
AIR FORCE RESCUE COORDINATION CENTER*



*Major John Woods  
demonstrates the  
computer used by  
the AFRCC in  
finding missing  
aircraft.*

Missing person and medevac missions are the most common, but missing aircraft searches are usually the most time-consuming. Although the military has an inherent SAR capability and a military RCC coordinates the searches, about 75 per-cent of aerial search is accomplished by volunteer members of the Civil Air Patrol, an Air Force auxiliary.

Attendees to "INLAND SAR 75" were briefed on the facilities and services available to them during SAR efforts in their local areas, many of which were improved by the consolidation. Better communications and standardization of procedures have been two significant advantages of the current system. The AFRCC at Scott maintains sophisticated communication links with all available search and rescue organizations in the continental U.S. whether federal, state, local or volunteer. Likewise, the AFRCC can rapidly draw upon the specialized equipment and expertise of such agencies as the Department of Interior, National Aeronautics and Space Administration, Federal Aviation Administration and the National SAR School.

*(CONTINUED NEXT PAGE)*



*Col. Henjum briefs  
his visitors to  
Scott AFB in the  
AFRCC.*

*Jeff Monroe, North  
Dakota SAR Coordinator,  
Blair Nilsson, Colorado  
SAR Coordinator, and  
Spence Shoemaker,  
Washington State SAR,  
are shown the AFRCC  
resource directory  
by Major Doherty.*







*The AFRCC gallery  
with visitor  
observing the  
AFRCC in action.*

*INLAND SAR 75  
attendees in  
front of the  
AFRCC building.*

*Lt. Col. Bert Berthold  
Special SAR Projects*



*Major Jack Cody  
briefs the attendees  
on ELT direction  
finding.*

Centralization provides a focal point for assistance requests both for persons in distress and agencies wanting to improve their ability to help. It also provides greater public visibility of the operation of the National SAR Plan, thereby improving the Plan's effectiveness.

These improvements have paid off in better service to the American people for a dollar cost comparable to the former regional organization. In the first seven months of operation, the Scott AFRCC coordinated 719 SAR's, compared to 711 for the entire previous year. There were 300 "saves" credited during that period versus 221 for the previous year. A "save" is credited when the individual involved would not, in the medical examiner's judgment, have survived without the assistance rendered.

In conclusion, it was generally agreed by most attendees that the conference did help contribute to the goal of making the AFRCC the one contact point for federal SAR assistance.

CONTINUED NEXT PAGE

A PRESENTATION BY BLAIR NILSSON, NATIONAL ASSOCIATION OF SEARCH AND RESCUE COORDINATORS PRESIDENT, TO THE AUDIENCE OF "INLAND SAR 75".

Gentlemen, friends and colleagues.

I wish to first of all complement all of the AFRCC personnel on the excellent way in which they conduct their business since consolidating their activities here at Scott AFB. It's made our tasks much easier, and I for one am grateful.

A few years ago there was a form of inflexible tunnel vision prevalent in search and rescue throughout the United States. This no doubt developed because of our tendency to become highly specialized in almost every field of human endeavor. It's one of our strengths, but unfortunately it is also one of our weaknesses.

A man was recently promoted to vice president and boasted so much about it to his wife that finally she said to him: "Vice presidents are a dime a dozen. Why, in the supermarket they even have a vice president in charge of prunes." The husband was furious and phoned the supermarket expecting to refute his wife. He sarcastically asked for the vice president in charge of prunes. "Which kind?" was the reply. "Packaged or bulk?"

About five years ago three of the only State SAR Coordinators at that time got together in Salt Lake City, Utah to attempt to overcome the specialization and tunnel vision that had developed in the SAR field. They had found that there was a reluctance by certain jurisdictions to use fully the SAR resources of their neighbors. Interstate problems were showing as well. Certain SAR organizations were egotistically proud of their abilities in their specialty and had developed tunnel vision to the extent that they severely criticized any and all other organizations for their SAR attempts.

Of course you know what happens when people develop special skills and knowledge that make them expert in that particular area. They continue to specialize and to know more and more about less and less until finally they know everything about nothing. The late Hal Foss, Washington State; Russ Bateman, Utah; and Blair Nilsson, Colorado decided that it was time that SAR took a different direction. It was time for a coordinated effort. It was time for SAR education to benefit all. After all it was felt that human life is so valuable that we cannot ignorantly, or on purpose, withhold SAR lifesaving information from anyone that needs it. And yet this was the case. There did not exist any organization that had contact with Federal, state, local and volunteer SAR organizations and could gather the needed SAR information together and get it out to those in the field with a need.

*"...we cannot... withhold SAR lifesaving information..."*



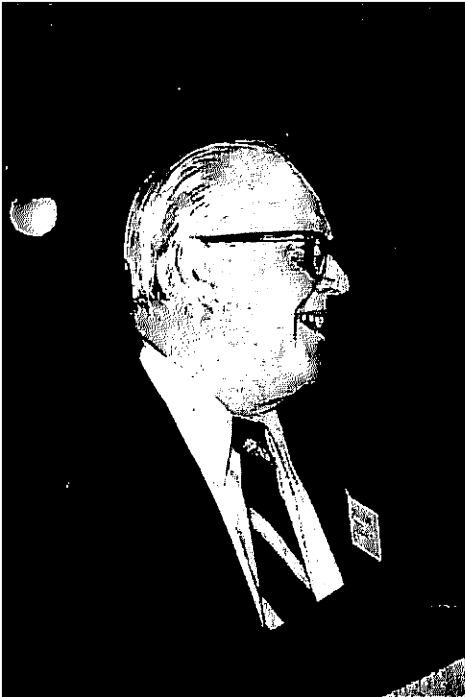
Three states had recognized the need for a central SAR coordination point, but no criteria was available to enable them to establish anything like this, and it had taken hard work and hard knocks for the coordinators of these states to establish a program. It was determined that others should not have to go through this same school of trial and error and the National Association of SAR Coordinators was born.

Since then, we have met on an annual basis. Eight attended the first historical meeting in Salt Lake City; 44 the next year, also in Salt Lake City; 88 in Sacramento, California in 1972; 175 at the 1973 meeting in Carson City, Nevada; and 225 at the 1974 meeting in Portland, Oregon. In 1975 we anticipate 250 to 300 on December 5, 6, and 7, 1975 in Denver, Colorado. We have moved further east to make it easier for our eastern colleagues to be with us.

NASARC's mission is to support, coordinate, develop, inform, promote and implement search and rescue capabilities to protect life and property. Our motto, too, is "That Others May Live." NASARC provides a forum for state, federal, local and volunteer organizations where information and ideas can be exchanged and where differences can be resolved. In the five years we have been organized, NASARC's influence has been felt in all levels of government.

Our association has received outstanding support from Federal and volunteer organizations. Last year, as a result of our influence, a federal interagency council on SAR began holding meetings and we have been asked to indicate our needs and desires to this council. Our first requirement was for representation on this council.

*Continued Next Page*



*"SAR lifesaving..  
...is one of the  
greatest  
expressions..."*

A National Survival Education Council has been formed with chapters beginning to be organized across the country. The first chapter is the Rocky Mountain Region Chapter for Survival Education based in Denver, Colorado. The promotion of survival education is to better equip the general public for physical and mental compatibility with their environment, both from natural and man-made disasters. We hope again to save lives by educating the public so that when they get into trouble they can remain alive until SAR forces can get to them. NASARC has adopted as its primary radio frequency for inter-group and interstate organization, communications and coordination 155.160 MHz and we intend to petition FCC for a designated band of frequencies for SAR intragroup communications.

Sixteen states plus Puerto Rico, Guam and British Columbia, Canada belong to NASARC. We have had inquiries from New Zealand and Poland.

Do you recall when Edmund Hillary and his native guide, Tenzing, made their historic climb of Mt. Everest? Coming down from the peak, Hillary suddenly lost his footing. Tenzing held his belay line taut and kept them both from falling by digging his ax into the ice. Later Tenzing refused any special credit for saving Hillary's life; he considered it a routine part of the job. As he put it: "Mountain climbers always help each other." I wish to rephrase this and apply it here: "SAR Coordinator members of NASARC always help each other." Should the rest of you be any different?! Search and rescue lifesaving cuts across all color lines, all creeds, all religions and is one of the greatest expressions of man's love for his fellowman that can be made. You can help yourself, your organization, your state, your country, your fellowman by becoming a member of NASARC. *SAR MAGAZINE.*

## CALENDAR

May 2-4, 1975

WASHINGTON STATE SAR CONFERENCE  
Central Washington State College, Ellensburg  
Grant Smith, Chairman  
P.O.Box 7092, Tacoma, WA. 98407  
(206) SK9-7257

May 17-18, 1975

CALIFORNIA STATE SAR CONFERENCE  
Idyllwild  
Wes Reynolds, Chairman  
4317 Santa Monica Ave., San Diego, CA. 92107  
(714) 276-5360

May 17-18, 1975

WEST-IS-WEST SAR Seminar  
Camp Rilea, Oregon  
Lt. Tom Sawyer, Multnomah Sheriff's Office  
(503) 248-3271

June 7-8, 1975

MOUNTAIN RESCUE ASSOCIATION, BOARD MEETING  
Timberline Lodge, Mt. Hood Oregon  
Vance Yost, MRA Executive Secretary  
806 N. First  
Arcadia, CA. 91006  
(213) 447-4582

June 14-15, 1975

EAST-IS-EAST SAR Seminar  
Pringle Creek Camp Ground, Oregon  
Lt. Howard Kershner, Lane County Sheriff  
(503) 687-4160

June 19-22, 1975

NATIONAL JEEP SAR ASSOC., NAT. CONVENTION  
Reno, Nevada  
'Doc' Dickson, National Commander  
1225 - 35th St., Ogden, UT. 84403  
(801) 392-0441

July 6-13, 1975

SAR SCHOOL, Yuba & Butte Colleges/  
Glacial Trails Scout Ranch, Cisco Grove, Calif.  
Bill Monroe  
14th & H Streets, Marysville, Calif.  
(916) 742-3215

August 2-3, 1975

SHARE AND SAVE SAR Seminar  
Soquel High School, Soquel, California  
Bob Baker, 18285 China Grade Rd., Sp. 20  
Boulder Creek, CA. 95006  
(408) 338-2582, after 4:00 PM.

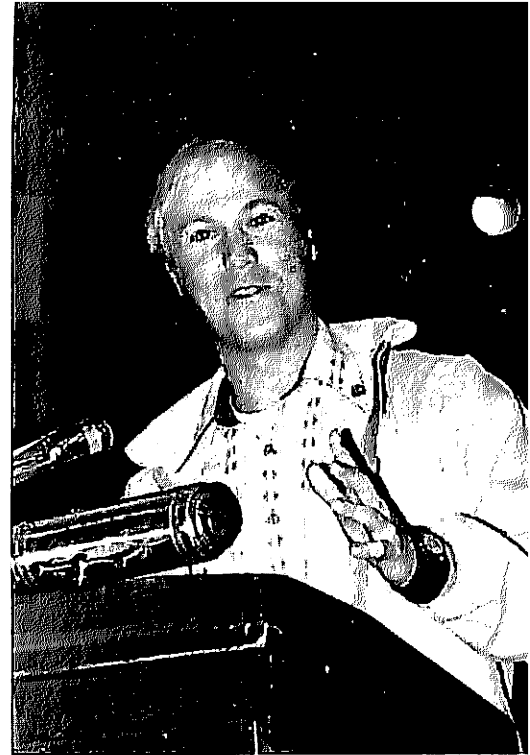
September 20-21, 1975

NATIONAL SURVIVAL FAIR  
Camp George West, Golden, Colorado  
Capt. Tom Staadt  
P.O. Box 13117  
Ft. Carson, CO. 80913  
(303) 599-8218

# COMMENT & NEWS

## by Rick LaValla

WASHINGTON STATE SAR COORDINATOR  
4220 E. Martin Way  
Olympia, WA. 98504



The search and rescue cost guide developed by Washington State Department of Emergency Services has proven to be a valuable working tool used in future programming and budgeting by local, state, and federal government and volunteer groups. The ability to cost account SAR activity is a tremendous aid in establishing the need by local government for a few dollars to support the SAR effort by volunteers. For a copy of this guide, write to me. There is no charge.

An "EMT Crash Victim Extrication Course" has been developed by the Rescue and Emergency Medical Services Division of the U.S. Dept. of Transportation. The course is a 5-lesson, 16 hour training program to develop skill in analyzing the accident situation, gaining entry, freeing and removing injured and/or trapped individuals, instituting lifesaving emergency medical care techniques, proper use of related tools and equipment and to develop EMT awareness of hazards that may be encountered at an accident scene. The course consists of a coordinator's guide, a student course guide, one hundred forty (140), 35 mm color slides, and a 35 minute synchronized audio tape cassette. Cost is \$25. Write to: National Audiovisual Center (GSA) Sales Branch, Washington, DC. 20409. Make checks payable to National Archives Trust Fund. (You can also obtain a copy of the brochure and order blank by writing directly to me.)

I heard that a 75 page book on grid searching will be available soon written by Jon Wartes, Seattle Explorer Search and Rescue, 1111 NE 195th, Seattle, WA. 98155.

A new concept in ground navigation called the Wayfinder 360 is on the market. The device consists of a trekometer, compass, bearing indicator, a plotting surface and several rulers. For free information and data write to: Hamm Systems, Inc., P.O. Box 13185, Ft. Worth, Texas 76118.

The Survival and Flight Equipment Association (SAFE) has established a new chapter devoted to survival education, which forms the common bond rather than a geographic boundary. For a \$15.00 membership, you receive a quarterly journal, a monthly newsletter plus more. Contact the SAFE National Office, P.O. Box 631, Canoga Park, California 91303.

The National Hq. for the Council for Survival Education has moved to Colorado. A bi-monthly newsletter and national information center will result. Write to National CSE % Capt. Tom Staadt, 3106 Shadow Glenn Way, Colorado Springs. Colorado 80907 for information or to join CSE.

Lots of new teaching aids for preventive SAR education (survival) have been developed by the Survival Education Association. Slide and overhead projection series are available on a wide range of subjects including: firecraft, shelters, signalling, physiology of cold and heat, disaster survival, survival philosophy plus much more. Write to 9035 Golden Given Rd., Tacoma, Washington 98445 for more information.

What is new, innovative, or happening in your area? One of the keys in updating SAR techniques is the communication and sharing of new ideas. In order to continue this column, I need your input. Rumors, graffiti, news items, brochures, schedules, courses, books, films, or what have you are needed. Send anything (we will print it) to Rick LaValla, 4220 E. Martin Way, Olympia Washington 98504 ■

\*\*\*\*\*  
\*  
\* CORRECTIONS!  
\*  
\* Dr. Feldman, I apologize for miss-placing  
\* your photo.  
\*  
\* In California ESAR certification, forgot  
\* to mention Posts 156, 322 and 96.  
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## *The Phoenix Gazette*

Thursday, March 20, 1975

Section F, Pages 1 to 10

# First Sonic Boom Death

By JOHN ENGLISH

Has the sonic boom shed its role of annoying nuisance and become a killer?

For the first time, according to the Federal Aviation Administration, a sonic boom from an aircraft is being blamed for a fatality.

It occurred on Granite Mountain, near Prescott Tuesday when a party of hikers was caught in a rock-slide allegedly caused by the man-made thunderclap. One of the boulders struck a hiker and killed him.

THE FAA here has referred the matter to the Air Force.

But sonic booms are nothing new to Arizona.

Over the past 10 years environmentalists, national parks officials, homeowners and civic bodies have been carrying on a running battle with the Air Force over the sonic booms.

Valley residents were up in arms in 1967 when the Valley was subjected to a week of jolting blasts from test flights of the Lockheed-built spy plane, the SR71.

FROM 1967 through 1973 officials at national parks in northern Arizona, Colorado and New Mexico charged that the aircraft-caused shock waves were destroying some of the country's greatest natural treasures.

A congressional investigating committee was told by the supervisor of the Canyon de Chelly National Monument that a sonic boom shook loose an estimated 90,000 cubic feet of sandstone. No injuries were reported but he said that one ancient Indian apartment was wiped out.

The man-made thunderclaps are caused by shock waves trailing from aircraft traveling faster than the speed of sound (a speed that varies with altitude and conditions but is pegged by the FAA as 720 miles per hour at sea level under ideal conditions).

AS IT leaves the aircraft the wave is condensed but the farther it travels the more it expands. At the extreme the mouth of the cone can cover a 50-mile area.

In the Mesa Verde National Park in southwestern Colorado, officials charged that "a number of walls standing for years have fallen" during a test program conducted by the Air Force.

Asked by a congressman if the damage had been computed the park official replied, "No, sir. What is a 3,000- or 4,000-year-old prehistoric ruin worth? It just disintegrated under the sonic boom. What is the face of a cliff in Mesa Verde worth? It is shattered off and now is at the bottom of the canyon."

HE SAID he was unable to identify the planes because they were flying so high and so fast.

In Tuesday's incident one of the hikers reported he heard two booms and about 20 minutes later the face of the rock collapsed.

A geologist at Arizona State University said that the rupture could have been as a result of the sonic shock wave "or it could have been caused by stresses in the face of the mountain." He added that the shearing effect on the rock could also cause explosion-like noises.

No Arizona based military aircraft were scheduled in the Granite Mountain area at the time of the incident, spokesmen said. However, they admitted aircraft from other bases overfly the state.

## Crash Victim Better After 6-Day Ordeal

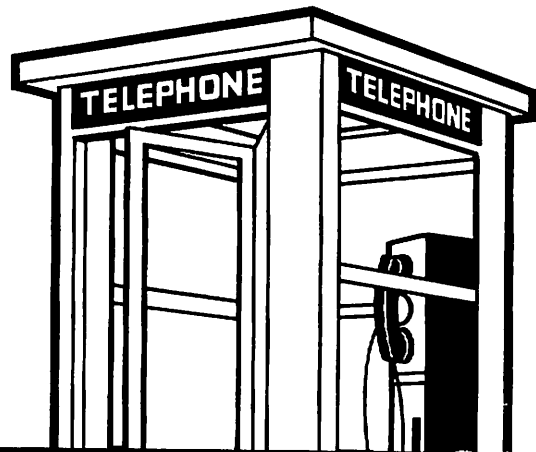
A Ventura woman who reportedly survived without food or water for six days following an automobile accident north of Ojai was said to be in satisfactory condition Monday after surgery for a gash on her leg.

Mrs. Barbaralu Wilson, 46, was taken to Ventura Community Hospital Sunday after teen-agers found her, still conscious but dehydrated and suffering from exposure and a leg injury, in a canyon near Wheeler Gorge.

She said her car had crashed off California 33 Monday and she had been unable to get help—one man even refused to call the Highway Patrol because he "didn't want to get involved."

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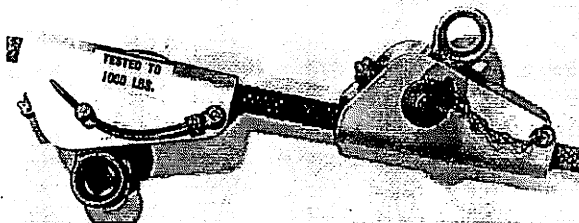
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## NEWS AND RUMORS (CONTINUED)

Los Angeles Times Mon., Dec. 30, 1974—Part 1 13

## FORMER POW DIES IN PLANE CRASH

ELMENDORF AFB (AP)—The Air Force said Sunday that Maj. Darrel E. Pyle, a pilot who had spent 6½ years in a Vietnamese prison camp, died from injuries he received in a light plane crash near Elmendorf Air Force Base, Alaska.

A spokesman contradicted earlier accounts which said Pyle, 34, was burned to death when a rescuer's torch set the wreckage of the plane afire.

Capt. Keith Williams, Elmendorf information officer, reported that Pyle was taken to the base hospital Friday after the crash and died there "of injuries related to the impact of the crash."

Williams confirmed that rescuers had somehow caused the Piper Super Cub to catch fire, but said Pyle was only slightly burned by the flames.

Pyle and his 9-year-old son, Philip, had just taken off from the base when the crash occurred. The flight was reportedly under the auspices of a flying club on the base.

The boy was slightly hurt when the plane went down but managed to walk a considerable distance to a house where he telephoned for help.

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**SAVE**

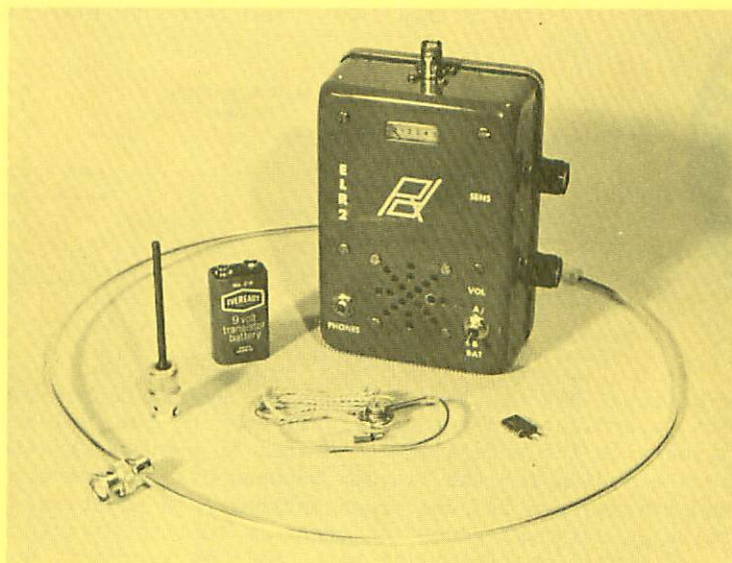
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## NEWS AND RUMORS (CONTINUED)

10 Part I—Sun., Mar. 9, 1975 Los Angeles Times

# Death Feels Good, Doctor Contends

TUCSON (UPI)—A Chicago doctor says science has found a strange answer to one of man's most ancient questions: What does death feel like?

Those who have been there—or close—say it feels good. Death is "a feeling of peace and wholeness," according to patients who have been declared medically dead but have been revived by the use of sophisticated medical skills available only in recent years, Dr. Elisabeth Kuebler-Ross said.

"Not one of them has ever been afraid to die again," she said.

Dr. Ross, a psychiatrist and specialist in the problems of the dying, said she had studied the reactions of "several hundred patients . . . who have been declared medically dead and come back, to see if they could share what they experienced, or if they experienced anything."

"We came to fantastic findings, terribly intriguing," she said in an interview at a medical seminar at the University of Arizona college of nursing.

Such patients "can describe in minute detail what they experience," she said, and how they "float out of their body . . . They have a feeling of peace and wholeness, a tremendous feeling of 'stop all this attempt (to revive them), I'm all right'—a perfectly good feeling."

"The most common denominator of all these people is that when they come back, many of them resented our desperate attempts to bring them back. Not one of them has ever been afraid to die again."

Tacoma News Tribune  
30 November 1974

# Shocked the search ended

To The Editor: When I heard the announcement that the search on Mt. Rainier for David Taylor has been called off, I felt only shock. I thought how can this be? How can we just give up on a human life, never knowing if he still lives, out there in his frigid world.

The news media relate all the facts why it is not possible. I agree other lives would be in danger, but I cannot help but think of other times and other issues like Watergate. Here we have spent over a year, many hundreds of thousands of dollars, thousands of man hours, trying to destroy a man because he lied to us. We say the public demands he be destroyed for this terrible deed. But given a choice whether to save a man's life or not, no one demands; there is no public outcry that we try to save him. No one, except his fam-

ily and friends, will even remember his name after a few days. It is so much easier to destroy a life than to save one.

There is something wrong with a system that still searches for the bad in man, completely ignoring the good. If we are to value only the perfect man, we would elect God to run our country, for He alone is perfect. We are all part good and part bad, but if there is only enough good to outweigh the bad, this will be enough to build on.

So let the David Taylors of the world serve as a measure of your concern, a yardstick of your conscience, and a testimony of your faith, and to the parents of David Taylor let me say, "I care."

M. V. MOEBIUS,  
6383 Olive Way,  
Ft. Lewis

SAR MAGAZINE





P. O. BOX 8100 SALT LAKE CITY, UTAH 84108

BLAIR E. NILSSON  
President

JOHN H. OLSEN  
Vice President

PAUL H. KOENIG  
Secretary/Treasurer

The National Association of Search and Rescue Coordinators (NASARC) is organized to support, coordinate, develop, inform, promote and implement search or rescue capabilities with the underlying principle of protecting life and property. It provides a medium for the liaison between State, Federal, local and volunteer search and rescue agencies and organizations. In addition, the Association promotes and coordinates survival education programs to better equip the general public for physical and mental compatability with their environment, both from natural and man-made disasters.

State SAR Coordinators are primary members and delegates to the National Board. Organizations and individuals involved in SAR activities may apply for associate membership. Organization memberships are \$10 per year and individual memberships are \$5. per year. Membership includes a years subscription to Search and Rescue Magazine. To apply for membership, fill out the attached form and forward, with your check, to your State SAR Coordinator, or directly to the NASARC. Organizations please indicate skills included among members.

\*\*\*\*\*  
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Law Officer\_\_\_\_ Parachutist\_\_\_\_ Scuba Certified\_\_\_\_ Mtn. Rescue Certified\_\_\_\_

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APPLICANT OR ORGANIZATION OFFICER SIGNATURE\_\_\_\_

Approved for membership by\_\_\_\_, \_\_\_\_\_ State SAR Coordinator.

(Membership includes one year subscription to Search and Rescue Magazine)

NASARC decals, as shown above, are available from your State Coordinator or NASARC. The decals have a silver-blue center and red border. Prices are: 3" dia. Scotlite (\$.50 ea.) \_\_\_\_\_  
12" dia. non-Scotlite (\$2.50 ea.) \_\_\_\_\_