

Elk River Historical Society

P.O. Box 63

Elk River ID 83827

March 30, 2001

Dear Mr. Gale,

Thank you very much for your interest in the Elk River Historical Society and Museum. Kenny Pierson has provided us with the information you wanted. I will write it 'as is' out of an old Forest Service book that Kenny has.

This was written by Dean R. Harrington (Retired 1945 from the Forest Service.)

1935 The winter of 1935 was one of extremely heavy snowfall on the St. Joe. I remember we had a game count going and it was ideal for this as game was concentrated on winter ranges. Just before Christmas a heavy, wet snow and blizzard hit the area and a Northwest Airlines Plane crashed in the St. Joe. I was instructed by the Supervisor to take a small group of men and make a search for the plane. With me were several other forest officers- Neil Fullerton, Elmer Marks, Walt Bolt, Chas Scribner, and a few temporary men, including Dave Brown who was a radio operator; also a group of Spokane men who were good on skies.

The best information we had was from the Army. From George Wright they had searched the day following the accident and thought they had spotted the plane at the head of Big Creek near Cemetary Ridge, where several men lost their lives in the 1910 fire. We also knew the plane had been over the town of Elk River during the night. They were burning an old lumber yard (*the mill buildings*) and the plane had circled there for several minutes. The telephone operator had reported this to Spokane and the control tower had contacted the plane and instructed Mr. Livermore, the pilot, to fly west and come into Spokane on the Pasco beam.

We also had a report from Clarkia that the plane had been heard going toward Elk River and also that it had been heard returning. I had a man on game count in Marble Creek who had heard the plane flying over and back. We had a spike camp working on road construction near Calder on the St. Joe River. They were working a night shift with the aid of heavy flood lights. The men here had heard the plane, which came down into the canyon

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fairly low and departed toward Big Creek at about 2:00a.m.. The control tower had contacted the plane at about this same time and was informed by the pilot that he had picked up a leg of the Pasco beam. This was the last that was heard from them.

I hope this information was what you were looking for. Thank you again for your interest in Elk River history.

Sincerely,

Dawn Tillson