

Office Memorandum • UNITED STATES GOVERNMENT

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MAR 27 1945
ENGINEERING

TO : Regional Forester
FROM : G. M. Brandborg, Forest Supervisor
SUBJECT: E IMPROVEMENTS - Bitterroot, General

DATE: March

By: *Fred Stell*

J. K. J.

H.H.

There was indication in an operation memorandum sometime ago that Engineering was planning on taking some heavy equipment down the Selway this year. Ed Morris has told us that you are perfecting plans for the development of Shearer Landing Field, but did not find out when these plans might materialize--whether postwar or immediate.

There is some maintenance work that should be done on the Shearer Field this year and it may make some difference in our plans if you contemplate any work there this year. Will you please advise if your plans include any development work on Shearer Field this year.

3/27

NO.	NAME	INIT.
.....	Thieme	.....
.....	Stephenson	.....
.....	Kahl	.....
.....	Ingebo	.....
.....	Duncan	.....
.....	Cool
.....	Hahn
.....	Waldo
.....	Coughlan
.....	Cookley
.....	Stoblin ✓
.....	LaFaver

Archival research by
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Office Memorandum • UNITED STATES GOVERNMENT

TO : Forest Supervisor, Bitterroot N.F.
FROM : F. E. Thieme, Asst. Reg. For., Engineering
SUBJECT: E, IMPROVEMENTS-Bitterroot, Shearer Landing Field

DATE: 3/28/45

ACT.	NAME	INF.
.....	Thieme	.....
.....	Stephenson	.....
.....	Kahl	.....
.....	Ingebo	.....
.....	Duncan	.....
.....	Cool	.....
.....	Halm	.....
.....	Waldo	.....
.....	Loughlan	.....
.....	Mooney	.....
.....	Kitt	.....
.....	Sturtevant	.....

7c
6
R. J. H.
VIC - can you
work this project into
the program?
Last 2 paragraphs.

Reference is made to your memorandum of March 26.

Several years ago I was instructed to make an examination of the Shearer landing field to determine if it would be practicable to provide a landing field there. Surveys were initiated and plans have now been prepared and the project ready for execution under a post-war program. No construction money is available at this time. Under separate cover two sets of plans, cross sections and profile are being sent to you.

The Division of Fire Control has recently suggested that it would be desirable if we could develop a landing field in the vicinity of Indian Lake. An examination of the possibilities will be made this summer. If it is practicable to build one there then we will endeavor to find a route to bring equipment in from the head of Lost Horse road to Indian Lake thence to Bear Creek and Shearer Landing Field; also from Indian Lake to Moose Creek.

Since it will be expensive to get equipment in to Moose Creek, all three fields ought to be planned as parts of the same major project. I believe it would be practicable to get equipment from the end of the road at Paradise to Shearer by following the river with very little construction work. It would be impracticable to take the equipment between Shearer and Moose Creek via the river route.

In view of the present tendency to build ships having a larger wing loading and a smaller power factor, larger fields will be required than we have been using in the past. The present Moose Creek field or any possible improvement at the present site would not accommodate these ships. In view of this situation it would seem that we should plan on a larger field as close to the Moose Creek station as we can. This would probably be in the neighborhood of Bloom ranch. Since we do not have enough government land in the vicinity of Bloom's it would be necessary to either buy a right-of-way or make some cooperative arrangement with the present land owners for enough land for a field. Under the supposition that a post-war program will provide for some landing field improvements it is my intention with what little money we can scrape together to provide enough projects to the blueprint stage to cover one year's program. It is planned to complete the topographic survey around the present Moose Creek station to find out what can best be done there and then follow up with sufficient surveys around Bloom's to find out what could be done at that place.

S. H. J.
HR
KWC
J.M.F.
R.H.
Alb
H.K.H.

To build the Shearer Landing Field in accordance with the plans above referred to will require excavation of approximately 50,000 cu. yds. of material. This is no small job and will probably cost between \$25,000 and \$30,000. To attempt to do anything with horses and fresnos would be nonproductive. If a limited amount of work were to be done, the building of a ditch along the west and north sides of the proposed field to drain the present pond in the field would be helpful. A great improvement would be accomplished if the ridge on the north approach to the field were cleared. This is a rather tight spot and if the approach altitude can be reduced by 60 feet it would be equivalent to almost 1,000 feet of runway.

The Fire Control office tells me that it would favor placing the smoke jumpers at Shearer to do this clearing. Will you therefore make plans accordingly?

E. E. THIENS