

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST



RECEIVED
MAY 5 - 1933
OPERATION
[Handwritten initials]

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

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Improvement - Selway
Airplane Landing Fields

KOOSKIA, IDAHO
May 2, 1933.

Regional Forester
Missoula, Montana

Dear Sir:

A survey of landing field possibilities along the Selway River between Bear Creek and Running Creek has been completed and the following information is submitted for your consideration.

All areas offering any apparent possibilities were examined by Ralph Graves, an engineer formerly employed by the B. P. R.

Of the five sites examined, only one proved worth consideration. In three instances topographic obstacles to take-off clearance precluded consideration. In the fourth case, a side slope ranging up to 8% made development impossible.

The only possibility was found on the Phil Shearer ranch, two and eight-tenths miles above Bear Creek Ranger Station. This chance offers satisfactory ground and a one way take-off against the prevailing wind with a necessary climb of the maximum allowable under present specifications. The opposite take-off requires a climb of ten feet per chain (from the end of the field) to clear ridge tops less than one-half mile away.

The land necessary for a field 400 feet wide and 1,900 feet long is available within an area now under cultivation. It is comparatively smooth and has an end to end slope of only one foot per 100 feet. The lower end (North) does not offer sufficient width and it will be necessary to fill a low side to acquire the 400 feet necessary. This will require a fill of approximately 8,000 yards.

A swamp or spring hole near the center of the field will necessitate a fill of 3,500 yards. Earth for these fills is available in the toe of the hill which borders the West edge of the field. The water from this sink or spring will be carried through 400 feet of cedar culvert to the East side.

The area comprising the landing field proper is now under cultivation. Stumps and surface rocks have been removed. Development of the take-off

Archival research by
Dennis Baird
University of Idaho Library
Date Collected: June 2010
Source: NARA Seattle
R-1 E: Improvement
R695-62A293 Box 1

R. F.

consists of slashing ten acres of timber averaging eight inches D. B. H.

The soil on this site is of decomposed granite composition, is well drained except for the swamp mentioned and is capable of supporting a good sod if irrigated. A good irrigation ditch is now in working condition and an ample supply of water is available.

This land is owned by Phil Shearer and he has not been formally approached relative to the sale or lease of his ranch, but from unofficial information it is believed he would deal in reasonable terms. It is thought that the land could be purchased for less money than would be required to clear it and remove the stumps. From the best information at hand it is estimated that \$5000.00 would not pay for the work already done on this site.

Buildings on this ranch would have little value to the Service except for a new log dwelling now under construction.

Following is an estimate of the cost of developing this field:

Probable purchase price of land	\$3,500.00
Earth fill, leveling and filling swamp - 11,375 yards @ 60¢	6,825.00
Ditching, 200 cubic yards	120.00
Drainage, 400 feet cedar culvert	400.00
Slashing, 10 acres @ \$50.00	500.00
Fencing	300.00
Total	11,645.00

From the information available it is my opinion that this is the most feasible airport possibility in the vicinity of Bear Creek. The greatest known obstacles to the project are the unsatisfactory take-off chances - while one is acceptable, there is no margin above the specifications and the other is outside any allowable specifications.

Ranger Case will investigate further possibilities of shifting the location of the field proper and will attempt to effect a better take-off by such adjustment. He will complete this work sometime before May 25 and you will be notified of the results obtained.

The estimated purchase price may be off considerably. Shearer might accept \$2,000.00 and might hold out for \$3,000.00. There are 111 acres in his homestead, about 35 acres of which are cleared. While the buildings mentioned above do not have a great deal of value to the Service, they are of value to a person making the place a home and working it as a stock ranch. He winters from 35 to 50 head of stock there, raising sufficient hay, garden truck and fruit to provide for the needs of his stock and himself. He has been on the place for 20 years and has an attachment for it as his home, but I have the impression that he might like to sell now.

The Pettibone place, which is similar in character but with only about two-thirds the hay producing capacity, sold last year for \$2,000.00. The total

R. F.

area of this place is 90 acres and the improvements are not as good. The Reap place at North Star Creek is comparable to Shearer's except that it is not as well improved, was sold last year at a reported price of \$2,000.00. Shearer made the remark when the Pettibone place sold that he would have sold his place for the same price, but it is not known whether or not he would have actually done so.

If it is decided to buy the place and I am to do the dickering, I would like authority to go to \$3,500.00 but believe that there is a very good chance of getting the place for around \$2,000.00. His property is difficult to appraise and he may be difficult to deal with. He no doubt feels that it has a value as a possible resort site, but if one caught him in the right mood he might disregard his estimated values and take what he could get.

Very truly yours,

J. F. BROOKS, Forest Supervisor.

By *J. F. Brooks*

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Airplane
Landing Fields

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Note that that ^{this} proposed field is just a little below specifications. It has minimum approach at one end and worse than minimum at the other.

I am not in favor of spending 11000 or more unless a better chance is secured. I have "dragged" this place twice with planes and I know the approaches are very tight. You can't "kid" an airplane very much on landings and take-offs.

Unless they can better this quite a bit I am "agin" it until planes are further improved.
H.R. F.

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Improvement - Selway
Airplane Landing Fields

May 11, 1933

Forest Supervisor,
Kooskia, Idaho.

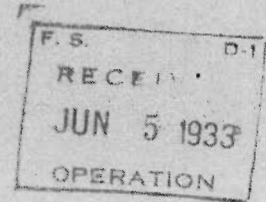
Dear Mr. Brooks:

Your letter of May 2 is received and has been read with much interest. It is a rather discouraging report, but pending Ranger Case's further investigations, I shall not lose the hope of finding a suitable landing field in the inner location of the property in question. Until Ranger Case's report is at hand, I believe it will be well to hold the authority to purchase in abeyance.

Very sincerely yours,

Evan W. Kelley
EVAN W. KELLEY,
Regional Forester.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST



ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

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Improvement - Selway
Aeroplane Landing Fields

KOOSKIA, IDAHO

June 3, 1933

Regional Forester

Missoula, Montana

Dear Sir:

Reference is made to my letter of May 2.

Yesterday Nick Mamer was at Moose Creek with a plane and he and Ranger Case flew over the proposed field on the Shearer place above Clear Creek Ranger Station.

Mr. Mamer says that it is a one-way field for transport planes but that a light plane could get out either way. The air is quite turbulent just above the field and does not offer sufficient chance for maneuver in landing and taking off with a large plane except down river.

Mr. Mamer was of the opinion that if 150 feet in width was worked up in good shape in the center of the field, it would not be necessary to do as much work outside of the runway as was contemplated in the estimate made in my letter of May 2. The greater part of the leveling and filling mentioned in this letter is outside of the runway and judging from what Ranger Case reports, this item could probably be cut to around \$3,000. The ditching, drainage and slashing would be about the same as originally estimated.

In Mr. Mamer's estimation this field if constructed would be about an average ~~runway~~ ^{one} way field -- not as good as some but better than many which are in use.

Very truly yours,

J. F. BROOKS, Forest Supervisor.

By

Shearer fields

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Improvement - Selway
Airplane Landing Fields

June 13, 1933

Forest Supervisor,
Kooskia, Idaho.

Dear Mr. Brooks:

Your letter of June 3 is received.

It does not seem wise to make an investment of many thousands of dollars in the development of a field which is not suited to transport plane landing, which is evidently the case with the Shearer field. Would there be a possibility of field development in the vicinity of Gardiner Lookout?

Very sincerely yours,

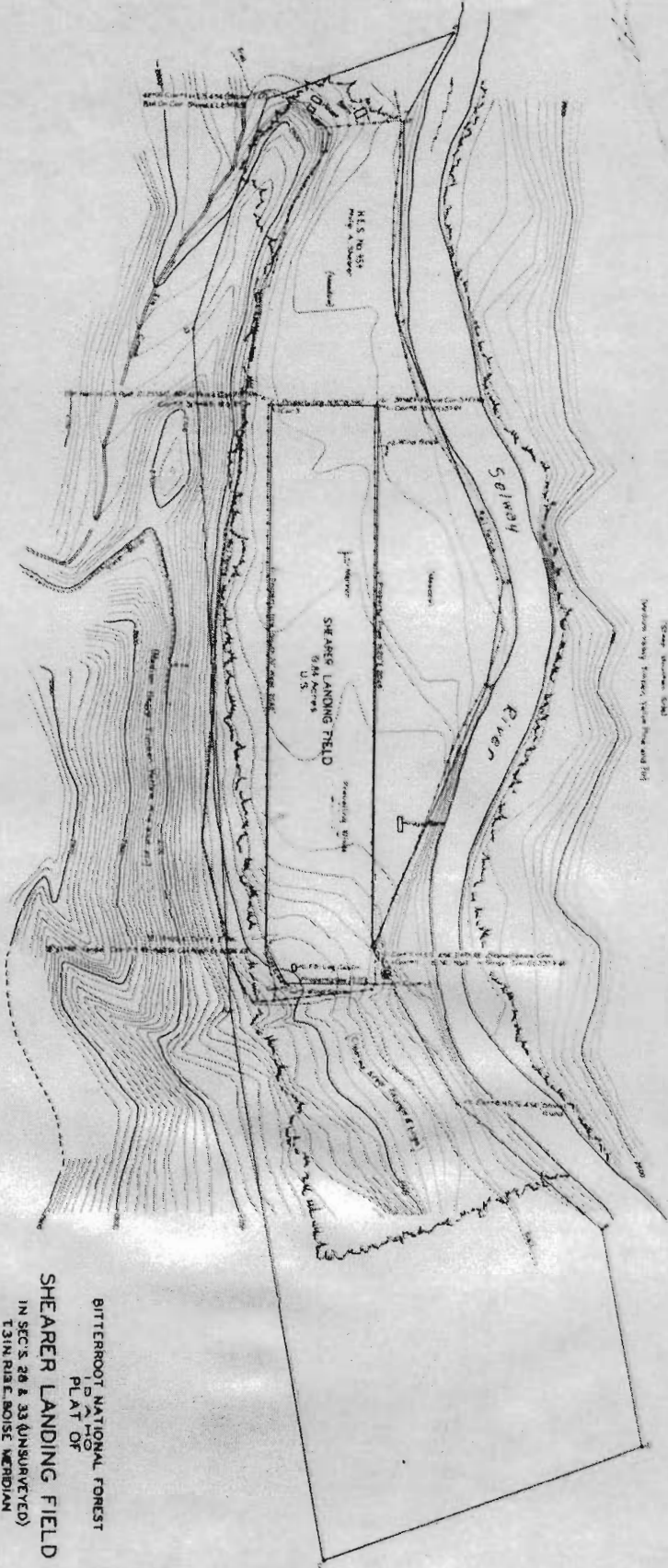
L. C. STOCKDALE,
Assistant Regional Forester,

By

Frank J. Jefferson

*PC
9-30-33
CW*

CW



BITTERROOT NATIONAL FOREST
 PLAT OF
SHEARER LANDING FIELD
 IN SECS. 26 & 33 (UNSURVEYED)
 T31N R16E B01SE MERIDIAN
 SCALE 1" = 200'
 CONTOUR INTERVAL 5 FT. & 8 FT.
 SURVEYED BY H. G. STITCH OCTOBER 1934
 PLATTED BY H. G. STITCH OCTOBER 1934

8-5-36

BEAR CREEK LANDING FIELD

FS. 0-19-57



8-5-36

BEAR CREEK LANDING FIELD

F.S. 0-19-58

