

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST

D-1
JUN 16 1930
OPERATION
Ans. _____

H.P.F.

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO



KOOSKIA, IDAHO

0
Improvement - Selway
Transport Airplane Fields

June 14, 1930

Regional Forester
Missoula, Montana

Dear Sir:

Reference is made to your letter of April 28.

In accordance with Mr. Flint's suggestion a careful survey was made of the Three Forks as well as the Moose Creek Ranger Station landing field possibilities. Other possible fields which are indicated on the accompanying map have not been examined. If examination proves that they are feasible a report will be submitted at a later date.

I am enclosing rough maps of the Three Forks and Moose Creek sites and recommend that work be commenced as soon as possible on the construction of the field at Moose Creek Ranger Station. You will note that the topography of the two fields is fairly comparable except that the Three Forks has a much larger flat territory surrounding it. The following information concerning these two fields will give you a basis for comparing them:

Three Forks: This field is located on the Three Forks administrative site between Moose Creek and the north fork of Moose Creek. Elevation approximately 2400 feet. Timber type, scattered mature yellow pine with some patches of heavy yellow pine and lodge pole reproduction. The surface is a typical yellow pine bench containing many rocks and boulders, but having comparative even topography. The slope is in no place in excess of 2 $\frac{1}{2}$ %. Mr. Cox who resides near the site states that the prevailing winds come from the northwest down the north fork of Moose Creek. I have been unable to check this

Archival research by
Dennis Seid
University of Idaho Library
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Source: NARA, Seattle
R-1 E-14 movement
RG95-60A 293 Box 5

statement although during the two days which I spent around Three Forks the wind did seem to be coming down North Moose Creek. This, as you will note from the map is more or less contrary to what one would expect, but at the same time it is probable that the topography might make the winds at this site rather uncertain. It is estimated that the cost of clearing and surfacing this field would be approximately \$2000.00.

Moose Creek: The Moose Creek site is immediately adjacent to the ranger station headquarters and is located on the administrative site. A field with a minimum length of 2000 feet could be constructed within the 2 $\frac{1}{2}$ % slope limitation. The elevation is approximately 2400 feet. The ground is covered with a mixed stand of yellow pine, and white and red fir, varying from mature to over-mature. There are some patches of reproduction and brush. The surface soil is free from rock and could be easily worked. The topography is fairly smooth, but contains some small irregularities. The cost of constructing this field is estimated at approximately \$3000.

My recommendation that the Moose Creek in place of the Three Forks site be developed is based on the following: A landing field immediately tributary to the ranger station would be more valuable than one located five miles above the ranger station. The landing field clearing could be used for pasture purposes and pasture is very badly needed at this point. Construction work could go ahead without undue inconvenience since the camp would be established at the ranger station. The prevailing winds at Moose Creek seem to come from the south and southwest and it is very probable that they could be relied on to a greater extent than those at Three Forks.

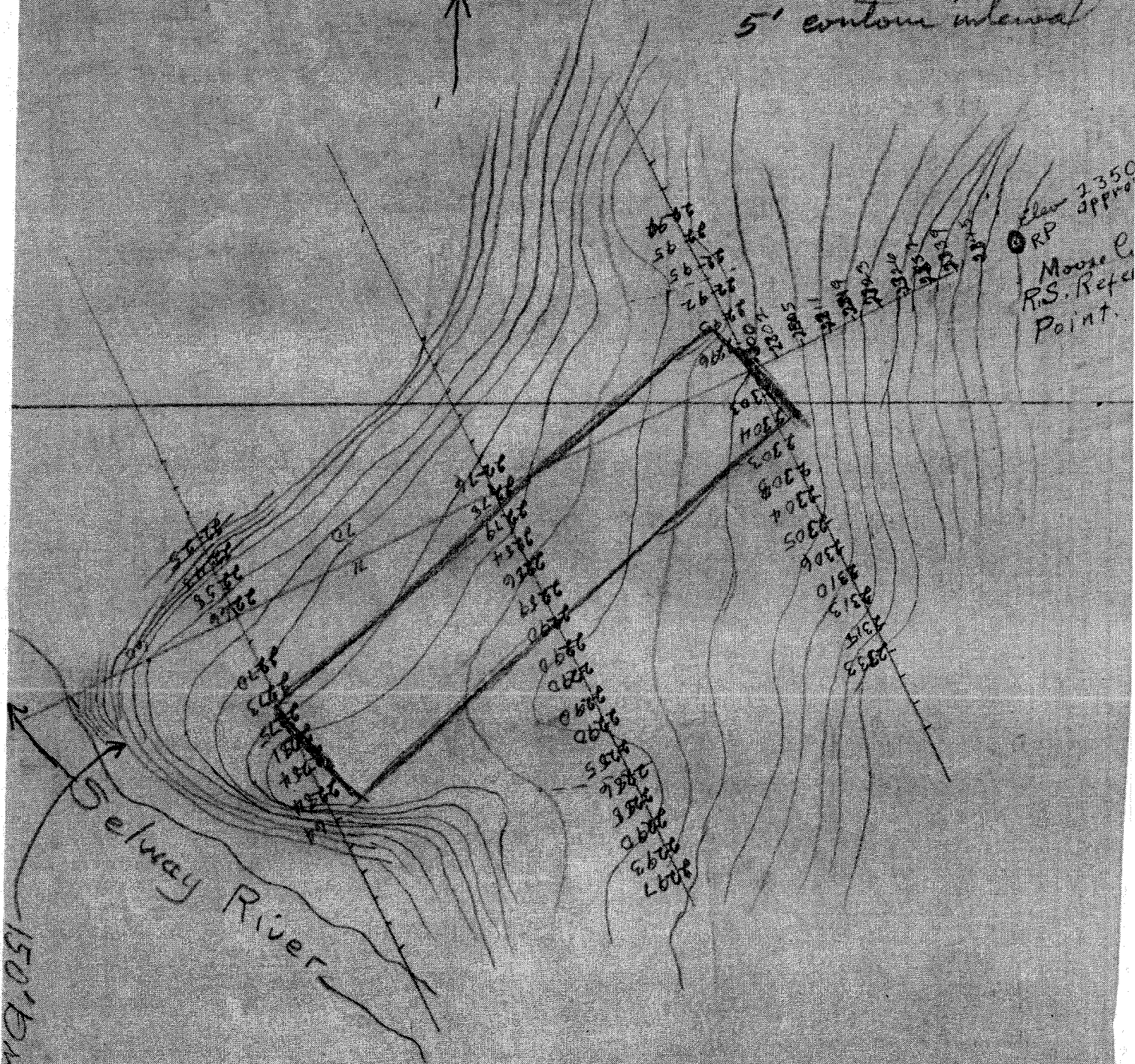
The cost estimates which I have made are rough since I have no real basis on which to figure them. I believe, however, that they are ~~minimum~~^{min} and not maximum. The convenience of working at the ranger station might very probably be great enough to reduce the difference between the costs of the two fields.

If the money is available for the construction of this field I would plan to complete the slash~~ing~~ work during the summer so that the brush and logs could be burned this fall. Some surfacing work might also be done this fall, but it is probable that this would have to wait until next spring. This plan should make the field available for use next season.

Very truly yours,
K. WOLFE, Forest Supervisor

K. Wolfe

Scale 1" = 500'
5' contour interval



RP 1350
Moose & R.S. Reference Point.

Selway River
150' Drop to River

Proposed Moose & R.S.
landing field.
6/14/30
140.

July 18, 1930.

0
Finance - Selway

0
Improvement - Selway
Transport Airplane Fields ✓

Forest Supervisor,
Kooskia, Idaho.

Dear Mr. Wolfe:

Reference is made to your letter of June 14.

An allotment of \$2,000 from S&E Air Patrol 1931 funds is being made to the Selway for use in the construction of transport airplane fields in accordance with specifications and policy outlined in office letter of April 28. It is desirable that the money be expended this fall since a small additional sum may become available next spring.

Before you proceed with the field at Moose Creek you should be very certain that the approaches are at least as good as the specifications outlined in the print attached to the letter above referred to and that they are amply broad to give a safe angle of approach across the entire width of the field. It is desirable, too, that a little more than minimum length requirement be secured. If you are satisfied that you can meet the requirements at Moose Creek at a cost somewhere about \$3,000, you may proceed at Moose Creek instead of at Three Forks. Seeding, fencing, or any other work that may be done for the purpose of converting the area into pasture, should, of course, be paid for from other than Air Patrol funds.

In addition to the allotment above referred to, there will be shipped to you at Kooskia 2,000# of stumping powder purchased for this purpose from 1930 Air Patrol funds. It is probable that delivery will be made within the next thirty days.

Very truly yours,

L. C. STOCKDALE,
Assistant Regional Forester,

By  STOCKDALE

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SELWAY NATIONAL FOREST

Kooskia, Idaho

July 23, 1930.

0
Finance - Selway

NRZ

0
Improvement - Selway
Transport Airplane Fields

Regional Forester,
Missoula, Montana.

Dear Sir:

Reference is made to your letter of July 18.

Work on the landing field at the Moose Creek Station will be started in the near future. An attempt will be made to complete as much of the field this season as is possible.

As stated in my previous letter, the cost of \$3,000 is purely an estimate. It is hoped that it will prove to be fairly reliable and every effort will be made to hold the cost to a minimum.

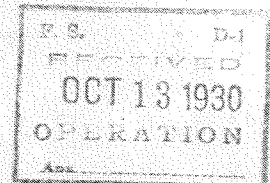
Very truly yours,

K. WOLFE, Forest Supervisor,

By /Sgd/ K. Wolfe

C O P Y

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST



ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO



KOOSKIA, IDAHO

0
Finance - Selway

October 10, 1930

0
Improvement - Selway
Transport Airplane Fields

Regional Forester,
Missoula, Montana.

Dear Sir:

Reference is made to your letter of July 18.

The men working on the Moose Creek landing field have all the timber cut and the brush burned. They are now engaged in burning the logs and taking out the stumps. Present indications are that my original estimate of \$3,000 will be about \$1,500 short. Will it be possible to obtain \$2,000 for use this fall?

We plan on completing the 100-foot main runway this fall if it is at all possible. This will give the ground a good chance to settle during the winter. As much work will be done on the balance of the field as weather conditions and available funds will permit. It is hoped that both these conditions will be favorable enough to permit us to have the largest part of the work done before spring.

Very truly yours,

K. WOLFE, Forest Supervisor,

By

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST



October 14, 1930.

0
Finance - Selway ✓

0
Improvement - Selway
Transport Airplane Fields

Forest Supervisor,
Kooskia, Idaho.

Dear Mr. Wolfe:

Reference is made to your letter of October 10.

Your allotment from S&E Air Patrol, 1931 funds is being increased to the amount of \$1,000, making a total of \$3,000 allotted to your Forest for improving transport airplane landing fields. It now seems rather improbable that more money for this activity will become available this fall. Should it develop later that there is any balance elsewhere that can be transferred to the Selway, you will be notified as promptly as possible.

When work has been suspended for the season, please report to this office the status of Moose Creek Field at that time and give what you believe to be an estimate of the amount of money still needed to complete it. Please state, also, the date when you believe the field could be completed if the necessary sum of money is made available by May 1, 1931.

Very truly yours,

L. C. STOCKDALE,
Assistant Regional Forester,

By *Howard R. Flint*

0 Finance folder

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Forest Service

Moose Creek

October 23, 1930.

Improvement - Selway
Transport Airplane Fields

Forest Supervisor,
Kooskia, Idaho.

Dear Mr. Wolfe:

Reference is made to office letter of October 14
and to telegram of even date.

Through transfer of funds from another Region, it
is possible further to increase your allotment from S&E
Air Patrol 1931 funds in the sum of \$1,000, making a total
of \$4,000 to the Selway for improving transport airplane
landing fields.

It is hoped that with the increase in funds above
referred to, you will find it possible to continue work
to advantage this fall and complete the clearing and in-
itial grading of Moose Creek field. After the ground has
settled during the winter it will, of course, be necessary
again to level it down next spring before the field will
be in shape for use and for final seeding to grass.

Very truly yours,

L. C. STOCKDALE,
Assistant Regional Forester,

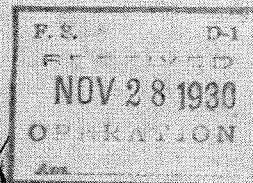
By L. C. STOCKDALE

HR7.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
SELWAY NATIONAL FOREST



ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO



KOOSKIA, IDAHO

O
Finance - Selway

November 25, 1930.

O
Improvement-Selway
Transport Airplane Field

Regional Forester,
Missoula, Montana.

Dear Sir:

Reference is made to your letter of October 14.

There is enclosed a diagram, drawn to scale, which will give you an idea of the present status of the Moose Creek field.

When it was learned that the job could not be completed this season an attempt was made to finish a strip through the center of the field. Due to the snow storm of November 15, it was necessary to suspend work for this season.

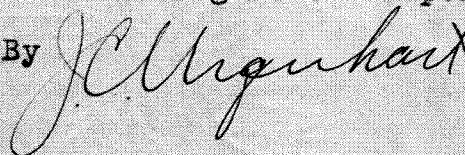
There is a balance in our airport allotment of \$550.00. It is estimated that \$3000.00, in addition to the present balance will be required to complete the project.

If funds are available May 1, it is believed that the field can be ready for use not later than July 15.

Very truly yours,

J. C. URQUHART,
Acting Forest Supervisor,

By



Enclosure

Moose Creek

0
Improvement - Selway
Transport Airplane Fields

December 1, 1930.

Forest Supervisor,
Kooskia, Idaho.

Dear Mr. Wolfe:

Reference is made to your letter of November 25.

From your map it is noted that about 800 trees are to be cut from one of the approaches to Moose Creek field and the slash from them disposed of. It is recalled that some time ago you desired to find winter work for some men at Meadow Creek. Is there any possibility of contracting the job of slashing out and possibly burning the debris from this approach at Moose Creek as a winter job? Should it happen that sufficient supplies for the job are stored at Moose Creek, it would seem that work might be contracted at rates below those for summer work, that it would lengthen the season of employment for some of your temporary employees, and that it would contribute its bit toward relief of the general unemployment situation.

This suggestion is offered for your consideration. Possibly it will be impracticable to carry it out. If the job is contracted, it will be necessary to get bids in accordance with the usual procedure. It is suggested also that in slashing the timber, it may be possible to windrow it in such a way as to facilitate burning. Presumably you will wish to convert the slashed area into pasture as promptly as possible. Your allotment for this job can be somewhat further increased as soon as that becomes necessary.

Very truly yours,

L. C. STOCKDALE,
Assistant Regional Forester,

By L. C. STOCKDALE

HRT

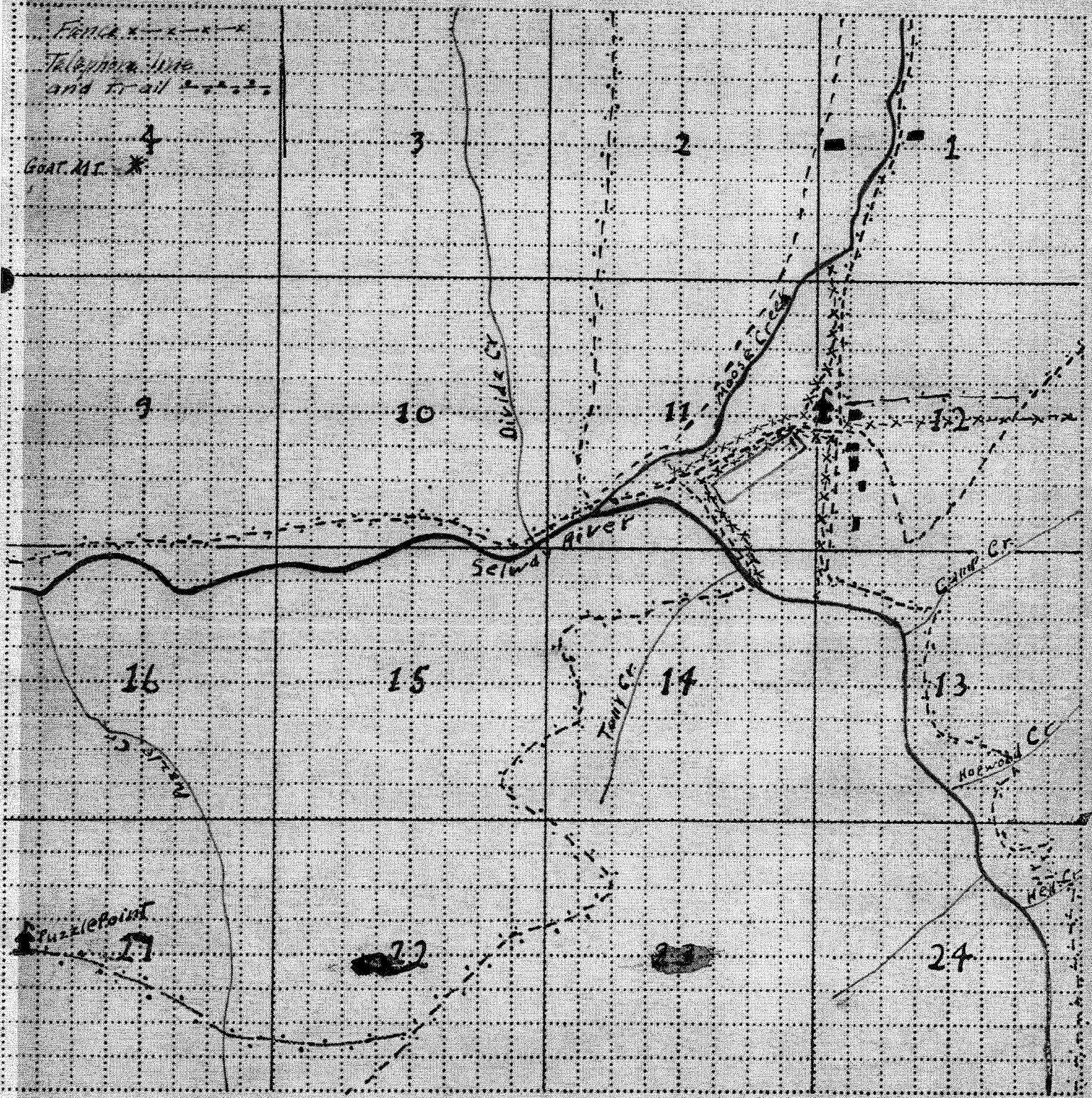
E. R. S.

Reported to Dept. of Commerce 1931. HRT

UNITED STATES DEPARTMENT OF AGRICULTURE - FOREST SERVICE

Land District. Mag. Declin. Area Acres

Improvement - Landing Fields Moose Cr Landing Field T. 32 R. 12 Boise Mer. Scale 2 inches = 1 mile



Field work by _____ Date Dec 3, 1931 Platted by Geo W. Case

Remarks: Landing Field shown in Green. Field is entirely surrounded by timber 100'-150' high except in approaches where it has been

Approved _____ (Approving officer.)

cut down to allow a raise of 1ft. in B. Approaches are 400 ft. wide at each end of field.