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Your New IAMC Officers

by Craig O. Olsen

As an adventure motorcycle club, we are IAMC indebted to Ed Hiatt for founding IAMC and serving as its president from 2009 to January 2014, and to Ed's family (Terry, Heath and Heather) for their significant contributions and support since its inception in 2009. At our annual IAMC meeting held on January 31 of this year, we elected new club officers. This article will provide an opportunity for you to learn a little more about the officers of our club.



Dan Driscoll is currently serving as president of our club. Originally from Idaho, Dan grew up in Caldwell and has lived in the Treasure Valley his entire life. Dan looks forward to all dual sport rides and can say that he has never had a bad one. He attended College of Idaho and Boise State University. For the past thirty years he has worked with the Xerox Corporation, the first twelve years as a repair technician and the rest as a printing systems analyst.

Dan married his high school sweetheart, Suzette, 31 years ago this summer. They have been blessed with two beautiful daughters. Dan began riding motorcycles late in 2007 when he purchased a 1993 KLR. As he tells the story, he told Suzette that if she brought home another dog, then was going to buy an airplane! Well, when she did just that, he was not ready to buy an airplane, but was not going to let an opportunity like that get away, so he bought his first motorcycle. Always wanting to ride in the dirt, but not much for the thought of loading a bike onto a trailer and then driving to the hills, he decided to go by either a KLR or DR on the

recommendation of others. He found the KLR to be an awesome fit, and he has never looked back

Currently, Dan owns a 2010 KTM 690, which is about 100 pounds lighter and puts out 30 more horsepower than the KLR. The KTM suspension is amazing as well. It puts a real grin on your face.

Dan's favorite ride so far was last year with Ron Schinnerer – six days and 1,300 miles that included two epic trails, the Magruder Corridor and the Lolo Motorway, all in the sametrip. Dan looks forward to all dual sport rides and can say that he has never had a bad one.



Dan's initial start riding was on four wheels.

As president of our club, Dan would love to have our club be recognized as the premier dual sport club in the premier dual sporting state of Idaho. Dan feels that we are all indebted to Ed Hiatt and his family for the great work they have done getting our club organized and to where it is today. In Dan's words: "We have a great foundation to build upon, and we all have helped to get it to where it is. The success of this club hinges on all of us. The more we put into it, the more we will get out of it. We are all about getting to know each other and sharing our love of being on 2 wheels and enjoying the land that was created for us. Let's ride!"



Craig at Palouse Falls (Challenge Site for 2014).

Craig Olsen has served as vice president of IAMC since 2009 and newsletter editor since 2010. Born and raised in southeastern Idaho, I returned to Idaho in 1988 after stints at Brigham Young University, University of Utah, Duke, and Harvard. Lenna (my wife) also grew up in southeastern Idaho. We have been married 42 years and raised four children, two boys and two girls, three of whom live in Boise. We now have five grandchildren that are most enjoyable.

I first rode motorcycles in high school when I "borrowed" a 1965 Honda CB450 from my employer on a few occasions. Though I took a long hiatus from riding, I have always enjoyed motorcycles. I purchased my first one, a 1993 Harley Davidson Electra Glide in 1997. I love riding it in the twisty mountain roads, but I found myself frequently slowing down whenever I passed a Forest Service road. I would look at it

longingly, wondering where it went. In 2007 I purchased my first dual sport bike that would allow me to answer that question – a KTM 990. I have put 58,000 miles on it in seven years. In 2009 I acquired a 2003 Suzuki DRZ400E to ride the more technical off road stuff. Most recently, I traded the KTM in for a 2015 Triumph Tiger 800 XCx. It is so much smoother and quieter than the KTM. So far I am enjoying it very much. As a retired thoracic surgeon, I now have more time to devote to my favorite avocation of riding.

I have a hard time selecting a favorite dual sport ride, but there are a few that do stand out: Idaho Centennial Trail (south to north) in 2009, Inuvic trip in the Northwest Territories of Canada in 2010, Continental Divide Trail in 2011, and the Nevada Pony Express Trail in 2013. I look forward to completing the Utah and Wyoming portions of the Pony Express Trail this year in addition to the many fun Challenge site rides coming up this year.

In addition to supporting the past and current IAMC president, as vice president I have been and continue to be primarily responsible for our club newsletter. Writing and editing the newsletter articles is enjoyable, but most of all the accompanying research is very educational and interesting, and has helped me learn a lot about motorcycles and dual sport riding that I would otherwise not know. I am most appreciative to our club members who respond to invitations to write an article for the newsletter. My intention is for the newsletters to become a repository of useful information for club members on a variety of topics relating to dual sport riding.

Publishing the newsletter every other month was very time consuming and became quite onerous when I could not find club members willing to write an article. Now that it is only published three times yearly (every four months), it is much more manageable. I still encourage club members to write articles for the newsletter. It is just as important for us to hear from new members with little riding experience as it is for us to hear from

seasoned veterans. If you feel too inexperienced in writing, please do not hesitate. I will edit the article (as needed) and help you turn it into a polished piece.

I encourage all club members to participate more – sign up for and post your own rides on the events calendar, publish your ride reports (whether it is your ride or someone else's ride in which you participate), upload your photos to the image gallery and tracks of your favorite rides to the route library, all on our club website. Of course, do not hesitate to submit an article for publication in our newsletter – you don't have to wait to be asked.

Doug Patchin serves as the secretary/treasurer for our club. Born in Hemet, California, Doug has lived in Quincy, Pasadena, Sonora, and San Francisco, California. After graduating from the University of Washington with a BS in environmental health (public health), Doug and his wife, Pamela, moved to Idaho in 1978. In 1980 they moved to Salt Lake City and then to San Francisco in 1982 before moving back to Idaho in 1989. Doug owns two businesses and has been self employed since 1990. He and Pamela have been married for forty years and have three children, two sons and a daughter.



Doug on the Pony Express Trail near Austin, NV, in 2013.

Doug first started riding motorcycles in high school, but quit when he went to college. He started riding again in 1980 when he and his father took annual road trips until 1989 when Doug moved to Boise. At that time, Doug sold his motorcycle and did not start riding again until 2003 when his daughter wanted to start riding motocross. Doug road dirt bikes with her, and then got a road bike again in 2005. By 2008 he decided that dual sport riding would be the best of both worlds for him.

Currently, Doug owns a 2006 Suzuki DRZ400E, a 2001 BMW 1150GS, and a 2013 Triumph Tiger 800XC. The BMW is in the process of being sold.

A very memorable ride for Doug was his four week ride to Canada and Alaska in 2013. The scenery, and distance from home, and the remoteness of the Yukon and Alaska stands out in his memory. Doug enjoys any and all dual sport rides, and he looks forward to the continuation of the Pony Express ride in Utah and Wyoming, having completed the Nevada portion of it a few years ago.

Doug's vision for IAMC is that it will become the "go to" club in Idaho for dual sport riding information and knowledge. To members of the club Doug invites all to get involved as much as possible in club events and rides. Post your rides to meet new members. Doug joined IAMC four years ago to meet like-minded riders, and he has met some great people in our club.



Dax Mickleson is IAMC's "I.T." officer, managing the technical aspects of our website, motoidaho.org. Dax grew up in southern Idaho and northern Utah, but has spent most of his time in Boise. In Idaho he has lived in Grace, Twin Falls, Boise, Kimberly, and Jerome; and in Utah he has lived in Provo, Salt Lake City, and Ogden.

Dax works for Cisco Systems as a New Product Introduction demo creator. In his words, "Basically, I play in a computer lab all day long." With a high school education Dax has obtained several industry certifications throughout his career. Dax is married and has three children

Just after graduating from high school, Dax rode a dirt bike while working a summer job. It was several years later before he got on a motorcycle again, and he has owned and ridden one for the last 17 years. Dax has always

Dax at Sedgewick Peak LO (Challenge Site for 2014).

considered himself an "adventure rider." Even his first bike, a 1976 BMW R100T, he treated like it was a GS. Currently, Dax rides a 2014 BMW R1200 GSA that he loves. Again in his words, "The shaft drive applies torque fully and instantaneously. The balance and stability makes even an amateur like me look like I know what I'm doing. Besides, I like my techie gadgets – cruise control, ABS, heated grips, electronic suspension adjustment..."

Dax does not have a specific favorite dual sport ride that he has done. He has been on a lot of great solo rides and some awesome group rides. Any ride in which he does not wreck (and even then some of those rides are still great) is his favorite ride. He is happy to be out on the road with the wind in his hair.

Dax's job as our club website administrator is not an easy one. In his words, "I try to muddle my way through the issues that are present regarding the website. I'm by no means a professional web administrator, but I've been able to whittle through the issues presented to me so far." When asked what he wanted to accomplish as our website administrator, he replied, "I'd like to get a full backup of the website and update the plug-ins and code to a more modern version of software. To make administration of memberships and dues, I'd like to automate some processes that are currently quite tedious."

Dax would like to see our club become more member-driven. By that he means that more members actively participate in setting up rides and help find our next year's Challenge sites. Dax feels this club will only succeed if its members take ownership and build it to make it what they want it to be. Even members who are novice riders (of which he considers himself to be one) or new to Idaho can contribute greatly. "When was the last time you posted a ride on the site?" is the question Dax poses to club members.

Sam Stone serves as our "ride" officer, a somewhat ambiguous title for facilitating and promoting rides. Sam was born in Great Falls, Montana. Sam's father was in the military and served in the Korean Conflict, so most of his memories are of military bases from Germany to Texas, Louisiana, Georgia – never living in one place for more than



Sam on Hells Backbone Trail near Escalante, UT.

three years. Sam continued the vagabond life style when he went into the military, and served in Asia as well. Sam's military career brought him through Idaho in 1984 in which he fell in love with the state and vowed to stay. He did leave a few times only to return and eventually retire from the service to raise his daughter, along with the help of Min, his wife of 34 years, in a solid family environment. Sam's daughter is currently in her third year of dental school at UCLA.

Aside from numerous military professional schools and certifications, which had little application for him in the civilian world, Sam reinvented himself by receiving an undergraduate degree in marketing management from BSU, and spent 15 years in operations, logistics and creating training curriculum as a defense contractor manager for the military. Now retired, Sam has traveled almost 100,000 miles so far via two wheels.

Sam's first experimentation on two wheels was in 1965 when he cut grass all summer to purchase a Metropolitan 125cc (looks like a Vespa) for \$50. His real interest in motorcycles was sparked in 1973 in real earnest in 1973 while in Germany in the military. As told in his words: "A guy in my company rolled up one day with a brand new BMW 75/5 he rode all over Europe. I had a German friend who would loan me a 1950's single cylinder BMW; I don't really remember much except I was hooked. Returning to the States, I bought a 1975 Harley Sportster off the show room floor and rode it 2,000 miles to my new duty assignment. I have been riding something ever since."

When it comes to dual sport, Sam says that he rode his Sporster down dirt roads to see what was there, having to pick the bike up many times. He eventually sold the Sporster and bought something more dirt manageable, and then got hooked on Hare hound and Enduro's in the late 70s.

Sam's current rides include a 2007 KTM 990, a 2006 Triumph Tiger, and a 2004 Suzuki DRZ400. Each is unique with its own personality, and to pick a favorite is like asking someone which is their favorite child. That said sometimes, as with your kids, you think, "Can I just start over?"

While all his rides, at the time of their execution, are his "favorite," his most epic was Mexico. Sam did a masterful three part write-up of this ride for the IAMC Newsletter beginning with the April 2012, Issue 2. Two rides that Sam looks forward to are a continuation of the Pony Express/Oregon Trail ride and the Montana ghost towns ride.

Sam is an excellent ambassador for dual sport riding and a ride sponsor and promoter for our club as everyone who has been on one of his rides well knows. As Sam says, "We live in a wonderful part of America, wrought with the history of deeds good and bad. Dual sporting fills a void between the ATV clubs and trail riders; they trailer to and from and we ride there and back. I would like to see a return to active partisanship involvement. Perhaps some project or cause we all can join forces on sharing between the club's information, history, and back country secrets. Honestly, I have tried to walk away from the club several times, but I continually keep being drawn back. I can't put a finger on any single reason, but I know it is a great concept that will not let go. The organization has brought so many like-minded folks to the preverbal table. I have seen strong friendships develop, probably for life. I have seen and heard so many folks who have lived here for an extended time or been born here who have exclaimed after a certain club event: 'I didn't know that was here' or 'Oh, how wonderful, etc.' We are a loose confederation held together by this common love of the Northwest, two wheels, travel, and comraderie. IAMC is our catalyst. We are each a cog, and it takes many cogs to make the machine function. Please participate, create, and share."



Ken on his 2013 Alaska trip taken off the Glen Highway with the Matanuska Glacier in the background.

Ken Hunter is currently our club liaison with our sponsors and club public relations person. Ken grew up in Cicero, New York, a small town near Syracuse. In 1972 he and CJ, his wife, were driving through Idaho headed to the Oregon coast. They never made it to Oregon! Ken and CJ raised three children who are all married and living in Idaho.

Ken graduated from Syracuse University Business School and spent most of his working life in small business, mainly in the potato industry. His best job was the three years he spent the administrator of a Christian school.

For a brief time in 1971 Ken had a Honda 100, his first motorcycle. Ken blames Tim Bernard for getting him into dual sport riding about eleven years ago. Ken borrowed a bike for that ride, and the day after he got back from the ride, he bought his own bike. Currently, Ken rides three bikes: A VStrom 650 (In his words, "a poor man's BMW that is good on the highway as well as on dirt roads."), a DRZ400 for more technical dual sport riding, and a WR250R for fun.

The favorite dual sport ride for Ken was the TAT that included great vistas, great riding, and great people that he met along the way. Ken looks forward to this year to a lot of days riding where he can enjoy the fellowship of the riders with whom he rides.

Ken's vision for IAMC is the same as Ed Hiatt's, our club founder who started IAMC – a place where like-minded riders can come together and enjoy the fellowship of each other while riding some of the best country in the world. To the members of IAMC Ken says, "Let's Ride!"

Michael Hardy is responsible for promoting this year's Challenge and coordinating creation of challenge sites for future years. Born in Jerome, Idaho, Mike moved with his family to Missouri for a couple of years, then to Nyssa when he was three years old. Soon thereafter his mother married his step-father, and they moved to Parma, Idaho. He grew up in Parma, and graduated from Parma High School (Go Panthers!). Following graduation from high school, he lived in Caldwell for a couple years, then Clarkfork, Idaho, then off to the Seattle area for a couple of years, and finally back to Canyon County in 1996.



Mike at the top of Pickle Butte, Challenge Site 14b for this year.

After graduation from high school, he met his ex-wife and started a family, and never went to college. He worked as a sawyer, furniture builder, roofer, cheese maker, and asbestos remover. He picked up a part time job at the Idaho Press Tribune in 1999 and there learned how to operate a printing press. He is now the lead press operator on the dayshift.

Mike comes from a big family with six siblings and many nieces and nephews strewn all over the USA. He and Stacy, his current wife, have four children, ages 10, 12, 17, and 25, with in his words, "one cute little monkey who is almost old enough to start calling me grandpa!"

While growing up, one of Mike's childhood friends was from a farming family that had several dirt bikes for their children to ride from field to field. Mike would spend the night in order to get up early to change hand irrigation lines so that they could spend the hot afternoons riding, exploring, and goofing off. When Mike was thirteen, a neighbor had a 1967 Honda Trail 90 that he had put together from the parts of several bikes and was selling for \$100. Mike's step-father couldn't refuse, and it became Mike's first motorcycle.

As a youngster, Mike rode dirt bikes all over the roads, ditch banks, and fields with absolutely no gear, and he never went trail riding. It wasn't until 2007 that Mike discovered true dual sport riding when he bought his KLR. He had not been on a motorcycle in fifteen years and had missed it. The KLR fits the bill for his commute to Boise and got good gas mileage. Mike loves his KLR, finds it to be as reliable as a motorcycle can be, and knows it's weakness, strengths, and idiosyncrasies, having taken almost every nut and bolt on it apart. Mike says, "After having put 60,000 miles on it, I have found it is always willing to go wherever I am willing to take it. I do occasionally swing a leg over my wife's TW200. It's great in the sand and easy to pick up."

Mike has had so many good dual sport rides, it is hard to pick a favorite, but riding to the Steens and the Alvord dry lake bed with Ed Torrey and Ron Schinnerer sticks out in his mind along with the Wallowa Adventure Jamboree with Sam Stone and several of the Boise crew, despite getting completely soaked on both of these rides. In Mike's words: "Spectacular scenery, good company, and just being out there far away from home all played a part, but perhaps it was the overcoming of adversity and the elements that made them so satisfying."

With responsibility for promoting the IAMC Challenge, Mike is working to get the Challenge bandanas delivered on time and to find some excellent Challenge sites for the future. Mike would like to see the club grow to match our growing population. He sees local riders all the time and has no idea who they are. When he talks with many of them, he learns that they have never heard of IAMC. According to Mike, "We should be the go to guys, the guys who know where to do and how to get there. We need to be more visible in the riding community and to be seen as a valuable resource for anyone who wants to ride a dual sport."

"The club is a member driven entity and needs member participation to survive! We are all here for each other, so don't be shy to join in or post up a ride. We have riders of every experience level and type of bike. The only way to find like-minded individuals is to join in. Just make sure that when you join a ride or post up an invitation, that everyone is aware of the difficulty level and knows what to expect. Stay safe and have fun!"

Jetboil Stove Review

by Matt Spurlock

I'd like to share with you what I take along when I'm riding motorcycles on a camp/touring trip or backpacking around Idaho. One piece is a compact stove with all sorts of engineering and gadgetry included. Who doesn't love gadgets? Or stoves? They make your life a bit better in almost all situations. Let's face it. We all want some comforts when adventuring off the well-traveled path. A hot mug of coffee in the mornings can really get you going, as well as a hearty soup for lunch, and if you're into it, a soothing cup of tea relaxes you before crawling into your slumber sack. Granted there are many ways to arrive at the same solution, but we are usually battling a dwindling schedule of daylight and miles that need to be covered. Somewhere along this adventure you need to nourish yourself. I won't get much into a menu, as everyone has their own dietary needs, but I will offer some ideas and show you what I prepare on the trail.

First of all, the JetBoil stove systems are quick and easy to set up, clean and take down. They are built to contain all the basic parts of the system inside the cooking cylinder. There is somewhat of a stacking order depending on what you want to accessorize with but everything will fit inside with the basic kit. There are three sizes of Jetboil stoves to suit your needs. The Zip is the smaller of the set with .8L capacity, the



Flash Cooking System by Jetboil.

medium 1L Flash (the stove I'm reviewing), and the Sumo which reaches an impressive 1.8L capacity but is more suited to cooking for two or more people in my opinion.



Stove components from left to right: Back row: cooking cylinder, stove burner, and fuel canister.

Front Row: drinking lid, cup/base protector, coffee press accessories, and fuel canister base.

Below is the assembled Jetboil stove.



Tricky to read, Max Safe Fill = 2 Cups with coffee press installed into lid.

It serves me best by boiling water because I usually have more than one meal item being prepared at a time. Supposedly, it boils water in two minutes. My experience has found this to be mostly true. Ambient temperature, elevation, fuel level, fuel temp, water temp, and water volume all play a part in this time equation. If this seems difficult to calculate because you worry about lost BTUs or aliens reading your mind from outer space, don't feel bad if it takes a few extra minutes to heat up your 34 degree glacial stream runoff in order to produce a lip-burning cup of dark roast French press. Take off the foil hat, enjoy the sights that abound, breathe in the fresh air; and before you know, you will be enjoying one of the finer comforts caffeine in nature has to offer.

The cooking cylinder has fins on the bottom to allow for more heat transfer to the material inside the cylinder. More surface area equals more heat transfer and faster. The stove base has alignment bumps that allow you to



Note the alignment bumps at the 12 o'clock positions on the stove and cooking cylinder for locking the two together.

lock the cooking cylinder onto the base to keep things stable. In addition, there is an orange base that clips onto the fuel canister to allow for even more stability. See where this is going? Spilling hot water on yourself or tipping a cup of clam chowder in your tent wouldn't be an ideal situation. It leads to lots of four letter exclamations. Ouch! Yuck! Sh..! Never mind. The stove will accept most any brand of Isobutane/propane mix fuel canister but be aware only certain sized canisters will nest inside the cooking cylinder. Once the pieces are locked together and placed on a suitable, nonflammable surface, you twist the gas valve open until you hear a hissing flow of fuel, then quickly depress the onboard igniter button. If it doesn't work the first time try a few more clicks. I have found that the igniter electrode can sometimes get pushed downward which produces a weak spark. Gently use your fingertip to pull upwards electrode, assemble your base to your cup, and retry the ignition process. Wha-La! We have fire!



Note the black square ignition button on the left and the silver wire fuel valve on the right.



Selections from Backpacker's Pantry. (backpackerspantry.com)

my favorite, desserts! I think I could last about three days eating these pouches before I had to have a juicy bacon cheeseburger. In reality, if traveling for multiple days, I will consume food I have packed every other day in conjunction with enjoying meals from the local restaurants and diners.

To prepare a meal I would get a boil going and add it first to a sealable bag of dehydrated backpackers nutrients. Average rehydration time is 20 minutes. Everyone has their own opinions of dehydrated meals, but I have discovered that the Backpacker's Pantry brand to have a great variety, be plenty filling, and tasty as well. You can purchase these in any sporting goods, recreational and some grocery stores from about \$3 to an average main course of \$9. Be aware these packets are two servings each, so either divide them in half or prepare for a full belly. They offer breakfasts, side dishes, vegetarian meals, main courses and

After preparing the meal as per instructions, I would heat another two cups of water for coffee or tea or hot chocolate or cider or the next meal bag if "cooking" for someone else. I recommend having an insulated cup in addition to the cup/protector that comes with the stove system as the heat may damage the plastic over time, and thin walled cups make holding hot beverages difficult.

Cleanup is as easy as heating up a bit of water and gently wiping out anything that is stuck inside. Do not use abrasive pads or sand as the aluminum cooking cylinder is coated with a non-stick layer that will be damaged. Also, I do not advise using metal utensils to cook with for the same reason. There are many manufacturers of plastic dinnerware out there; and conveniently, the Jetboil has an external pocket to holster your favorite spork.



Orange spork holstered in the external pocket of the green Jetboil cozy (cover).



Jetboil fry pan with FluxRing technology and plastic base cover that doubles as a food preparation or eating dish.

One other accessory I have not tried out is the frying pan. My lack of fishing ability on the trail hasn't given me the opportunity to try pan seared butter garlic trout, with a side of salt and pepper mushrooms. I hope to use the pan this year, even if just for pancakes and bacon.

I'll finish with a list of pros and cons that I have discovered while using this particular cooking system.

Pros:

- Clean burning, easy to use, fast water heating abilities
- Nonstick coating keeps maintenance and cleanup at a minimum
- Plenty of options and add-ons
- More efficient heating design than other stoves
- Built in temperature indicator, handle, insulation cover, sipping lid, spork holder

Cons:

- Nonstick coating can be scratched by sand, utensils, hard objects
- Can be unstable and cause a mess or injury if not properly placed
- Pricy for just heating water
- Could be crushed if fallen onto or run over

If you would like to know more about this cooking system, visit <http://www.jetboil.com/> for all of the models, options, and technology included within the Jetboil systems.

I would also be happy to demonstrate this stove on any campouts planned for this year. Be safe, have fun, Ride ON!

LESSONS LEARNED

by Jim Jorgensen



I guess I might be categorized by some as a “late bloomer” in the world of motorcycles and adventure riding. I rode my first motorcycle just over a year ago at age 38, and I have been hooked ever since. It has opened up an entire new world that I had no idea I was missing. There is a certain sense of freedom that comes from riding a motorcycle, the open road, clean air, and new places. I have enjoyed the fact that I can pick a spot on a map, hop on my bike, and go. Adventure riding has given me an outlet for the explorer that resides within me.

Jim at Smith Mountain Lookout (2014 IAMC Challenge Site #-23).

As a new rider, there are some simple yet important lessons that I have learned from which other riders just discovering this world for themselves or are transitioning from road bikes to dual sport riding may benefit. My first “real” motorcycle was a Suzuki DR350SE. I couldn’t have picked a better bike to learn on. It was small, yet could take me down the highway at a reasonable speed, and was quite manageable off-road. I was also very glad that it was not a heavy bike because of the fact that I dropped it almost every time I went off-road. With that said, my first piece of advice to new dual sport riders would be, learn on a bike that you can pick up, lay down and not shed tears because of the price you paid for it. If you are anything like me, you will do stupid things in that first bit of riding like put the kick stand down in soft dirt and hear your bike crash to the ground as you walk away. You WILL drop your bike.

Here are some of the other things I have learned in the first year of riding that may be a benefit to others:

Standing while riding — One of the things that has completely changed my riding ability and confidence has been learning to stand while riding off-road. Who knew that standing up has so many benefits? There are many great articles and video’s on this subject. When I first started riding, I thought that motorcycles had a seat for a reason; so I spent most of the time planted firmly on the seat. It was later I learned the benefits of standing. I discovered through online research and riding with others that standing actually lowers your center of gravity. It moves your

center of gravity from the seat down to the foot pegs. It allows you to turn easier, get more traction where you need it, and gives your tail bone a rest from the long miles spent not standing. It also adds suspension in rough terrain. For me it also really helped get rid of that floating feeling on gravel roads. I used to feel like my bike was going to slide out from under me at any moment. Standing while riding definitely has taken some time to get use to shifting, braking, and throttle - clutch control but has really helped improve my off-road riding.

Throttle - clutch control – This is something that I still struggle with but have discovered is one of the most important things for a rider to learn. When I look back on mistakes I have made, most of the time it could have been avoided with proper throttle and clutch control. I either gave it too much gas, not enough, or didn't use my clutch correctly. This for me is still a work in progress. I think this may be one of those things that just comes with experience.

Up-grade your bike to fit you – There are a vast amount of aftermarket parts and pieces for most dual sport motorcycles. Half the fun of adventure riding is setting your bike up the way you want it to fit you for the kind of riding that you do. One of the up-grades that every dual sport rider learns quickly is that you need a good seat. Long miles on a hard seat makes for a miserable experience. Luckily there are several aftermarket companies that specialize in making our rear end more comfortable. Another "comfort" up-grade I highly recommend is the addition of heated grips. Heated grips extend your riding season and take the edge off of those cold mornings.

If you like to ride long distances, get a bigger tank. Last spring I rode the Back Country Byway in Owyhee County - it's a 100 mile loop from Grandview, Idaho to Jordan Valley, Oregon. I still had the stock tank on my DR350 so I played it safe and brought three fuel bottles with extra fuel. While on the ride, I really wanted to go explore the Three Forks area of the Owyhee River. I figured that a twenty mile detour wouldn't hurt. Long story short, I rolled into Jordan valley on my last few drops of fuel. The day I got home, I ordered a larger tank. Just the lack of stress caused by wondering if I am going to make it to the next gas station, makes riding more enjoyable. It also allows me to explore without worry - to take that road just to find out where it leads.

The options are nearly endless, handlebars, windshields, pegs, luggage, etc., etc., etc. Outfit your bike to fit you and your riding style.

Wear a helmet and good riding gear! – This has already saved me once. It doesn't have to be expensive. You can buy new or pick it up second hand. Get what works for you. Boots, jacket, pants, gloves and helmet - just get it and wear it! Just remember ATGATT (all the gear, all the time)!

Tire Pressure – A simple thing that I didn't understand when I needed it most. Last year one of the challenge sites was Big Southern Butte near Arco, Idaho. I had an extremely rough experience trying to make it up there. I tried and tried with no success. The terrain was steep, rough and loose. If I went slowly, I would spin out. If I went fast, I would lose control and bounce off the trail. I realize now that simply lowering my tire pressure could have made all the difference. I had been running down the highway and had my tire pressure at the factory specs recommended for my bike. With all of my efforts trying to make it up Big Southern Butte, I didn't stop to think about my tire pressure. Lowering your tire pressure when off-road can greatly improve your traction and might mean getting to your destination or not. I can't wait to go back there and try again.

It's the Rider that makes it an adventure bike – Just like those big fancy 4x4 trucks that we see rolling down the road that we know rarely see dirt, motorcycles and riders can be the same way. A fancy, fully loaded "adventure bike" doesn't mean it's an adventure bike. I have seen people have extremely fun, adventure packed rides on a Honda Trail 90. You don't need to have an expensive motorcycle to have fun. In fact, if you are learning like me, you may want to pick up a cheap one that you can lay down a few times before you invest in something nicer. It doesn't matter what kind of bike you have - it's how you ride it and where you allow the bike to take you. Adventure riding is a state of mind. I have adventures that last a week or more, and I have adventures that take me down to the gas station on the corner for a soda.

I have enjoyed this last year of adventure riding immensely. For those of you that have been riding for years, I envy you for your experience and the years I have missed. For those of you that are just learning, I say welcome and congratulations. The dual sport community and the IAMC are jam packed with great people. I have learned much from riding with them. They have picked me up when I went down and have never judged me by the bike I ride or my experience level. I am grateful for those that have helped me along the way and hope others can learn from my limited experience. Every rider is different, every bike is different. Not every piece of advice fits every situation. Learn from others, find what works for you, and apply it.

Have fun, be safe and get out and ride!

The B-23 Crash Site at Loon Lake

by Craig O. Olsen

There are not many World War II era military plane crashes in Idaho, and one of those is a B-23 crash site, the only one in the state. It is located at the south end of Loon Lake, a small alpine lake measuring approximately 0.5 miles long by 0.4 miles wide and located about 22 miles northeast of McCall, as the crow flies, in a difficult to get to area of the Payette National Forest. Perhaps its remote location has played a major role in its preservation some 72 years later.



Hearthstone Highlights, 2006 [6]



A B-23 Dragon in USAAC markings during the early 1940s.

The story of the B-23 crash at Loon Lake is a fascinating one and deserves a brief retelling here. The B-23 Dragon was developed by the Douglas Aircraft Company as a successor to and refinement of the B-18 Bolo. While significantly faster and better armed than the B-18, it was not comparable to two other newer medium bombers, the B-25 Mitchell (North American Aviation Company) and the B-26 Marauder (Glen L. Martin Company). As a result, only 38 B-23 Dragons were ever manufactured between July 1939 and September 1940, and they were never used in combat overseas. They were primarily used as training aircraft, though 18 of them were converted to transports and redesigned as the UC-67. Only 4 of the 38 remain intact today. [1]

Some of the B-23s also served as a testbed for new engines and systems, and that is where the story of the B-23 at Loon Lake begins. In 1942 the USAAC (United States Army Air Corps) commissioned the 34th Bomb Squadron of the 17th Bomb Group to fly several B-23s from McChord Airfield in Tacoma, Washington, to Tonopah, Nevada, where they were tested as torpedo bombers and failed.

On January 29, 1943, en-route back to McChord Airfield, B-23 Dragon #-39052 with a crew of eight encountered a massive snowstorm after their midway point in the flight, and they were rerouted to the airfield in Burns, Oregon. With worsening weather they flew above the town for over twenty minutes but were unable to find the airfield at Burns. Momentarily picking up the Boise radio beam, they decided to head east hoping the weather would be better and they would be able to land at Gowen Field in Boise. However, their situation was exacerbated by loss of radio contact and severe icing of the cockpit windows. With fuel running low they realized that they were not going to make it to Gowen Field. Initially preparing to abandon ship, they dropped in altitude for their parachute jump when they spotted a clearing through a hole in the ceiling of clouds, thinking it was a field. It turned out to be the snow-covered, frozen Loon Lake. [2-5]

They made one circle over the lake below the level of the surrounding hills and decided to attempt a landing. On their first approach they could not get the wing flaps down due to icing, and they overshot the lake. They managed to make another circle as low as possible, but still could not get the flaps to operate and were unable to set down in the small area of the lake. They cut the switches and mushed into the tops of the trees at the south end of the lake which bent before snapping, easing the plane down but stripping the wings from the plane outside the engine nacelles. The nose was smashed but the fuselage remained remarkably intact and came to rest approximately 100 yards from the lake shore.

Amazingly, all eight crew aboard the B-23 survived the crash! Two of the airmen were injured - Lieutenant Orr suffered a badly cut hand from hitting the instrument panel on impact, and Sargent Hoover sustained multiple injuries including a broken knee cap, broken wrist, cut hand, lacerations on his face, and a broken foot. They made a makeshift shelter dug out of the snow and covered with wreckage from the plane to protect them from the elements. Sargent Freeborg, the radio operator, labored to get the radio working and was finally able to send out one Morse code message, "B-23, 29-052, all crew intact, 5000 feet, south end of lake, need food, clothing, axe."

Rescue efforts by the USAAC were hampered by the fact that they were searching for the crashed B-23 in the area of Burns and Pendleton, Oregon since the last received radio transmission was at an altitude of 70 feet and southeast of Burns. During eleven days of searching by the military, some 97 planes were in operation at various times trying to find the crash site, but all to no avail. On February 10, 1943, the search was discontinued.

On February 2, the crew of the crashed B-23 decided a few men should walk out. The three most fit - Lieutenant Schermerhorn, Sargent Pruitt and Sargent Freeborg - were chosen, and they left the following morning. Eleven days after these three left, the five remaining crew - Lieutenant Orr, Lieutenant Kelly, Sargent Hoover, Sargent Loewen, and Captain Beaudry - spotted an airplane flying overhead. It was a Travelair piloted by Penn Stohr, a famous backcountry pilot, on a routine mail flight to Warren, Idaho. Upon landing in Cascade, Stohr reported to Gowen Field that he had found the missing B-23. Later that same day with Stohr's help, an Army plane was able to drop off needed supplies, mainly food, near the crash site by parachute.

The next day, Sunday, February 14, 1943, sixteen days after the B-23 crash, Stohr made two flights into Loon Lake, landing on the lake each time, and flew the remaining crew of five back to Cascade where they were taken by ambulance to Gowen Field Hospital in Boise for medical treatment.

Now began the search for the three airmen who had begun walking out on February 3. A search party of five, who were flown into Loon Lake along with needed supplies, followed the three airmen's tracks from the south end of Loon Lake down the Secesh River to Slick Rock Brown's Cabin (located on Lick Creek Road about 1.4 miles south of Ponderosa Camp Ground) where they found evidence that the three airmen had been there earlier.

It had taken the three airmen about eight days from their Loon Lake crash site to reach Brown's Cabin where they found food and stayed for three days. They then headed west over Lick Creek Summit (elevation about 7,000 feet) and down to the CCC camp (Civilian Conservation Corps) near Black Lee Creek. Sargent Pruitt, whose feet were too badly frozen, could no longer walk. After a few days rest, Lieutenant Schermerhorn and Sargent Freeborg left him there with ample food and fuel for a fire. They followed the telephone lines west along the road to the Lake Fork Ranger Station where they found additional food and a telephone, and they made contact with the switchboard operator in McCall on February 16. By mid afternoon the following day, Wednesday, February 17, 1943, the three airmen were brought into McCall on a tractor-drawn sled. The three had hiked an amazing forty miles in snow up to their waists at times with only their flight gear as protection from the harsh winter conditions. [2-5]

Since moving to Boise in 1988, I have heard sporadic reports about the crash site at Loon Lake that have peaked my interest with an increasing desire to visit it. That visit came in October 2014 when four of us road our motorcycles in there. Our journey began the day before when four of us - Dean Schultz and David Roylance on KTM 690s, and Steve Joyce and myself on DRZ 400s - left Boise headed north through Emmett en-route to visit two of last year's Challenge sites, Big Hazard Lake and Rainbow Lake. David Roylance burned up his clutch on the tricky ATV trail coming out of Big Hazard Lake. He was barely able to shift gears without using his clutch by modulating the throttle. He limped back into McCall with the rest of us closely following him, fortunately without ever having to stop until we got to his cabin where we spent the night. Dennis Whitmore hauled his 2-cycle KTM 250 from Boise to join us at Roylance's cabin that evening.



Dean Schultz, David Roylance, Dennis Whitmore and Steve Joyce at Roylance's cabin in McCall.

Because of his clutch problems, David decided not to join us on our ride into Loon Lake since it involved several miles of single track getting in and out. Three of us road up the Warren Wagon Road heading northeast out of McCall to the Burgdorf turn off where Dennis, who drove his pickup, unloaded his dirt bike. From there we continued on the Warren Wagon Road to the turn for the Chinook Campground at Long Gulch. The campground is the trailhead for Trails #-080 and #-081. Trail #-080 follows the east side of the Secesh River all the way to the Lick Creek Road where Lick Creek empties into the Secesh River. Where Loon Creek empties into the Secesh River, Trail #-084 runs east to west along the north side of Loon Creek to the north end of Loon Lake, and there it intersects Trail #-081. This is one way into Loon Lake from the Chinook Campground; we took the other.



Steve starting off on the foot trail to the B-23 crash site. There is still much evidence of the 2007 fire in this region.

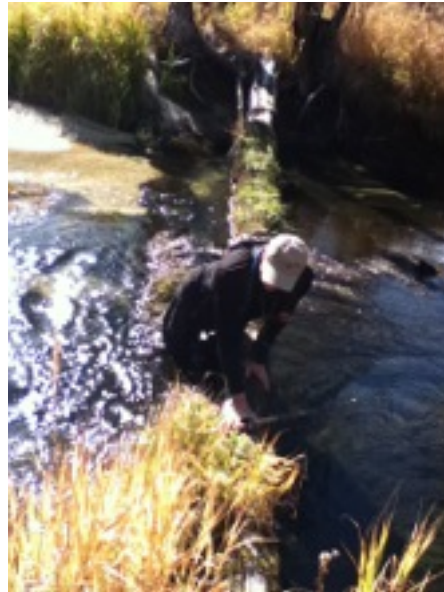
We crossed the Secesh River bridge at the Chinook Campground and took Trail #-081, which is an approximate 4 mile fairly easy single track trail, to the north end of Loon Lake where it meets Trail #-084. These trails are used by both hikers and mountain bicyclists, so watch out for them along the way.

At the north end of Loon Lake where Trails #-081 and #-084 meet, the rest of the trip to the crash site is on the non-motorized portion of Trail #-084 that extends west and then south to the south end of Loon Lake. This portion of the trail is about 1.5 miles in length to the crash site and has a lot of downed trees making hiking a little difficult. Dean and Dennis patiently waited at the junction of these trails while Steve and I hiked in the last 1.5 miles to the crash site.

Once around to the south end of Loon Lake, you still have to negotiate Loon Creek, which is about 60 feet wide and several feet deep as it empties into the lake. The trail leads up to a lone pine tree crossing the creek

near its junction with the Lake. It appeared to be a crossing point. There were some smaller 10 to 15 foot poles lying next to the tree crossing Loon Creek, and it appeared that you use them to balance yourself as you cross the narrow tree. This crossing looked intimidating to both of us, so we searched further upstream for another point to cross Loon Creek. The creek grew narrower and less deep as we proceeded upstream.

Finally, we came to another log crossing Loon Creek. This log was much shorter and bigger than the first crossing log, but it sat lower in the water and had significant growths of moss on it. We tried our luck here. Unfortunately, there were no slender poles for balancing ourselves while crossing the log, so we had to fashion some of our own. Steve went first and crossed without any difficulty. I did not fair as well on my crossing; I slipped and fell in getting wet up to mid thigh. Steve documented it on camera.



Crossing Loon Creek about 1/4 mile upstream from the main creek crossing site.

Once across, we headed in the direction of a stand of trees at the south end of the lake, making our own trail as we went. Before long we came upon the wreckage of the B-23 crash site - about 100 yards from the shore line.



The fuselage of the B-23 is fairly intact with its twin motors still attached. The remaining wings were sheered off as the plane descended through the trees. The Loon Lake shore line is about 100 yards behind the tail of the plane.

IDAHO ADVENTURE MOTORCYCLE CLUB NEWSLETTER

May 2015

"Discover Adventure Together"

Issue #2

In the 72 years since the crash of the B-23 Dragon #39052, many visitors have been to the site despite its remote location and the difficulty getting there. Many souvenirs have been collected over the years, and some critical equipment (machine guns and bomb site) were removed at the request of the military shortly after its crash. In 1999 several parts were salvaged from the wreckage at the request of Wright-Patterson Air Force Base in Dayton, Ohio. They are to be used as templates in the reconstruction of another B-23 to exact military specification. [3]

The salvage project in 1999 weakened the structural integrity of the fuselage which, along with the harsh winters and heavy snows, is beginning to take its toll.



Inside the fuselage of the B-23 which is beginning to cave in.



Graffiti has taken over much of the tail from visitors scratching their names and initials into the aluminum sheeting. Some date from the early 1960s.



Craig standing next to what remains of the left motor.



The Payette National Forest Service has installed interpretive signs in the area of the crash site which explain some about who was involved here and a little of the history behind the crash.



Steve standing next to a section of the tail that sheered off close to the shore line on Loon Lake.

skinny log, it bounced up and down and swayed back and forth with the weight of each of my steps. As you can well imagine, this only impeded my forward progress. After what seemed like a very long time, I finally reached the other side without slipping or falling in.

Shortly after encountering the section of the tail nearest the lake, we came upon the trail and followed it back to the main crossing of Loon Creek. Emboldened by our first crossing of Loon Creek and not wanting to walk the extra half mile to find our original crossing site, we attempted this one. Again Steve went first and did fine. I selected a long balancing pole and began making my way across. I took my time not wanting to fall in again, and if I did all in, it would most likely be up to my neck or over my head. As I approached the middle of the long



Main crossing point for Loon Creek at Loon Lake.

Back at the north end of Loon Lake, Dean and Dennis were still patiently waiting when Steve and I returned from visiting the crash site. We suited back up and retraced our tracks to the junction of Willow Basket Creek with Victor Creek. There we switched from Trail #-081 to Trail #-141, another fairly easy single track trail, and road the approximate 7.5 miles back to the Warren Wagon Road at its junction with the road to Burgdorf.



Craig coming up a section of Trail #-081 near Loon Lake on our way back to McCall.



Craig and Dennis coming down a section of Trail #-141 on our way back to McCall.

This was a most enjoyable ride and fulfilled a long time wish to visit the B-23 crash site at Loon Lake. The DRZ400 was the right bike for this ride. Though the single track trails were fairly easy, they might be a handful on a larger bike. Having said that, Dean had no problem with them on his KTM 690.

Researching the history of the Loon Lake crash has been most interesting. For more information about the history of the Loon Lake B-23 crash and the individuals involved in it, please see the following references.

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