

ADVERTISER

FARM AND HOME HOUR

WRITER

PROGRAM TITLE

UNCLE SAM'S FOREST RANGERS #413 OK

CHICAGO OUTLET

(11:30-12:30 PM)

WMAQ-BLUE

NOVEMBER 29, 1940

(FRIDAY)
DAY

PRODUCTION

ANNOUNCER

ENGINEER

REMARKS

1900

THE NATIONAL BUREAU OF STANDARDS

1900

1900

1900

1900

1. ANNOUNCER: Uncle Sam's Forest Rangers!

2. MUSIC: RANGER SONG

3. ANNOUNCER: Today national-defense authorities look to the forests
4. of America for important contributions to the defense program.
5. There is a great and urgent need for lumber, wood cellulose, plywood.
6. There is a great need for all forest products, and indeed, for the
7. forest itself. In our National Forests a network of thousands of miles
8. of roads and trails are available for any purpose national defense may
9. require. Thousands of miles of telephone lines and hundreds of sets of
10. special forest radio equipment are on hand for instant use in emergency
11. communication. In the field of transportation the Forest Service has
12. developed heavy motorized equipment and skilled operators. There are also
13. 61 landing fields in the National Forests...many of them in remote,
14. mountainous regions where landing chances are few and far between. These
15. physical resources and the men of the United States Forest Service who
16. have developed them in defense of our forests now stand ready and capable
17. to serve in defense of our Nation.

18. But now let's see what's happening on the Pine Cone National
19. Forest. Ranger Jim Robins has been busy inspecting work on an airplane
20. landing field being built by the CCC camp under the supervision of the
21. Forest Service. And now, late at night, we find Jim in the little office
22. at the side camp up at the landing field, talking to Dave Parsons, the
23. Project Superintendent. Here they are----

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1. JIM: Yes, Dave, I think the boys are doing a fine job. I sorta
2. wish, though, we'd at least finished that runway.
3. DAVE: But, Jim, we got started so dogged late on this project.
4. First, the fire season ruinin' so late in the summer an' then,
5. these heavy snows we've been having. It's messed things up.
6. If it'll only stay clear like it is now. An' besides, Jim,
7. we've only got a hundred feet or so to finish on the runway.
8. JIM: I know, Dave, I know. I was just doin' some wishful thinking,
9. that's all.
10. DAVE: Huh?
11. JIM: It's this Major Burnett. It would've been great if he
12. could've planned to land right here on our little field
13. instead of havin' to fly way on to Elk City.
14. DAVE: Well, that's out. Anybody who'd try to land here with the
15. field like it is now would be crazy as a locn. By the way,
16. Jim, when do you expect this Major Burnett?
17. JIM: He's due tomorrow. According to the Forest Supervisor's
18. memorandum the Major was to land at the Elk City airport
19. this evening. He's goin' to take a train from there to
20. Willow Glen and somebody's to meet him in Willow Glenn
21. tomorrow morning early, and bring him up here.
22. DAVE: That'll be Assistant Ranger Quick's job, huh?
23. JIM: Yeah, Jerry will meet him. And that's why I planned to stay
24. over here tonight. To see how things have been going and
25. to be here when they arrive tomorrow evening.

I think the dog was barking at the cat. I
 saw it jump out of the house and run away.
 The cat was sitting on the porch and
 the dog was barking at it. I saw the
 dog jump out of the house and run away.
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1. DAVE: I thought this field was intended for use by our own
2. airplanes, Jim. What's the Major got to do with it?

3. JIM: Well, of course we did pick this spot way up here in the
4. mountains so that our Forest Service planes carryin' men
5. and supplies to fires could use it as an emergency field.
6. But now, there's a chance that it might come in handy now
7. and then in the Army fliers' training program, too.

8. DAVE: For training purposes huh, Jim?

9. JIM: Well, more for emergency landings, I'd say. But that's
10. why Major Burnett's coming up here. He's making a survey
11. of landing fields in this area.

12. DAVE: Well, those Army boys are welcome to their flying. I'm
13. willing to build this field but they can do all the landing
14. on it. If you ask me, Jim, there's just too many trees and
15. ridges hereabouts to make a fellow feel safe about dropping
16. down in here at 85 or 100 miles an hour. No sir, not for me.

17. JIM: (CHUCKLES) I'll see if I can't get you a ride first thing,
18. Dave... After the field's finished... Anyway, our American
19. pilots are the best in the world. And this field'll be
20. gravy for any of 'em, when it's finished.

21. DAVE: I suppose so...well, I think we'll try to get back on that
22. runway tomorrow, Jim. All it needs is some grading and
23. levelling.

24. JIM: Fine, Dave. The sooner the better...I think I'll hit the
25. hay now, Dave. Where do I.....?

The first part of the report is devoted to a general

description of the situation in the country.

The second part deals with the economic situation.

The third part discusses the social and cultural

aspects of the situation.

The fourth part contains the conclusions and

recommendations.

The fifth part is a list of references.

The sixth part is an appendix.

The seventh part is a list of tables.

The eighth part is a list of figures.

The ninth part is a list of maps.

The tenth part is a list of abbreviations.

The eleventh part is a list of symbols.

The twelfth part is a list of acronyms.

The thirteenth part is a list of definitions.

The fourteenth part is a list of footnotes.

The fifteenth part is a list of references.

The sixteenth part is a list of tables.

The seventeenth part is a list of figures.

The eighteenth part is a list of maps.

The nineteenth part is a list of abbreviations.

The twentieth part is a list of symbols.

The twenty-first part is a list of acronyms.

The twenty-second part is a list of definitions.

The twenty-third part is a list of footnotes.

The twenty-fourth part is a list of references.

The twenty-fifth part is a list of tables.

The twenty-sixth part is a list of figures.

The twenty-seventh part is a list of maps.

The twenty-eighth part is a list of abbreviations.

1. DAVE: That's your cot over there, Jim. Had the boys bring it in
2. here. Might be a littlewarmer here than the foremens'
3. quarters.

4. JIM: I don't mind the cold, Dave. But much obliged, anyway.

5. DAVE: OK. Well, goonight, Jim.

6. SOUND OF DOOR OPENING

7. JIM: Goodnight, Dave (TELEPHONE RINGS LONG AND TWO SHORTS)...
8. say, that's your telephone ring, isn't it? Long and two
9. shorts?

10. DAVE: Yeah... Sit still, Jim. I'll answer it. (DOOR SLAMS;
11. TELEPHONE RECEVIER OFF HOOK) Hello...Side Camp.

12. JERRY: (#1 FILTER) Hello. Dave? This is Jerry. Say, is Jim
13. around?

14. DAVE: Yeah, right here (ASIDE) Jerry wants to talk to you, Jim.
15. (TO PHONE) Here he is, Jerry.

16. JIM: Hello, Jerry. What're you doin' up so late? You've got to
17. get started early in the morning if you're goin' to meet
18. Major Burnett on time.

19. JERRY: (#1 FILTER EXCITEDLY) Jim, the Major's havin' trouble.

20. JIM: Huh? What's that?

21. JERRY: (#1 FILTER) I've got the Elk City Airport dispatcher on the
22. line. He's in touch with Major Burnett now. By radio.

23. JIM: By radio? What happened, Jerry? Major Burnett should
24. have been at Elk City a long time ago.

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1. JERRY: (#1 FILTER) Yeah, I know. But he's been flying off course
2. for a couple of hours or more. He got caught in a snowstorm
3. about 200 miles south of here, the dispatcher says. Had to
4. cruise around to clear it. An' his radio set went back on
5. him, to boot. He was only able to contact Elk City a short
6. time ago. An'

7. JIM: Where is the Major now, Jerry? Headin' for Elk City?

8. JERRY: (#1 FILTER) No, Jim, he's over the Pine Cone now. Carolin'
9. overhead in fact. But you didn't let me finish, Jim...
10. He's running out of gas. Figures he's got enough to last
11. half an hour... nor more (WORRIED) WHERE can he land, Jim?
12. That's what's worryin' me an' the Elk City dispatcher. The
13. Major, too, I guess. He can't possibly make it to Elk City.

14. JIM: There's no field anywhere around except at Elk City, Jerry
15. No.... Wait. Listen, Jerry. Is the Elk City
16. dispatcher still in touch with the Major?

17. JERRY: (#1 FILTER) Yeah, Jim. An' the dispatcher's been hooked up
18. with us all the time we've been talkin'. Do you want to
19. talk to him yourself?

20. JIM: No. You handle the message, Jerry. Tell the dispatcher to
21. contact Major Burnett and ask the Major to change his radio
22. frequency to thirty-two hundred and fifty kilocycles. That's
23. our Forest Service wave length. I know they can do that with
24. the Army radio sets.

25. JERRY: (#1 FILTER) I got yuh, Jim. Go on.

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1. JIM: I want the Major to call me directly. I've got our radio
2. set right here handy, on the truck. You know the call
3. letters....KBAB. And Jerry, listen. When you finish with
4. the dispatcher head up here as fast as you can. An' you'd
5. better bring a drum of that aviation gas that's stored in the
6. oil house.

7. JERRY: (#1 FILTER) Gosh, Jim. You goin' to have the Major land on
8. our field?

9. JIM: Don't know yet. You better get goin', Jerry. Goodbye.

10. JERRY: (#1 FILTER) Be up there as quick as I can. So-long, Jim.
11. (RECEIVER UP)

12. JIM: C'mon Dave, no time to lose. Gotta get that set goin'
13. (HURRIED FOOTSTEPS) (DOOR OPENS AND SLAMS)

14. DAVE: What are you goin' to do, Jim? You're not goin' to let him
15. land here are you? That's be suicide.

16. JIM: Sshh... Gotta get this set tuned, quick.

17. SOUND OF RADIO SET TUNING, FADE IN MOTOR HUM BEHIND FILTER

18. MAJOR: (#2 FILTER) NC-18 Calling KBAB, Forest Service. NC-18 to
19. KBAB. Come in, KBAB.

20. JIM: This is KBAB. Jim Robbins talkin'. Can you get me all
21. right, Major?

22. MAJOR: (#2 FILTER) Coming in fine, Ranger. Go ahead.

23. JIM: I understand you don't have much gas left, Major. There are
24. no landing fields closer than Elk City... except this little
25. field I'm talking from. An' this field's not finished.
Runway's not complete. Do you understand?

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1. MAJOR: (#2 FILTER) Coming in OK, Ranger. What do you suggest?
2. JIM: We might be able to do a little quick work here, on this
3. field. But it's up to you to decide whether you want to
4. land here. This field seems to be your best bet. About the
5. only bet, I'm afraid. We could put some lights around but
6. it'll be mighty rough landing, Major. Go ahead.
7. MAJOR: (#2 FILTER) Where is this field? I'm ready to come in.
8. JIM: How about your landing gear? Do you have skis? There's
9. snow on the ground here.
10. MAJOR: (#2 FILTER) No skis this trip. Wheels on landing gear.
11. Think you can clear the runway?
12. JIM: We'll do our best. Now listen, Major, Head due northeast
13. from Winding Creek. That is, from the town of Winding
14. Creek. I understand you're circling over it now. This
15. field's about twenty miles from there. Watch out for two
16. ridges runnin' southeast and southwest from one high point.
17. This field's down between them to the south. An' we'll
18. have lights for you. Come in from the South when you land.
19. There's no wind here. Did you get all that, Major?
20. MAJOR: (#2 FILTER) Northeast twenty miles. Ridges from high point
21. running southeast and southwest with the field between and
22. to the south. Approach for landing from the south. All OK?
23. JIM: That's right. We'll get to work here right away. And,
24. Major, good luck!
25. MAJOR: (#3 FILTER) Thanks, Ranger. Well, I'll be seeing you. (FADE)
NC-16 clear with KBAB.

1. JIM: KBAB clear. (CLICK OF RECEIVER OFF) Well, Dave, we've got
2. a job cut out for us. Better get Red and the bulldozer
3. goin' on that runway. Tell him to work down to the rough
4. dirt at the unfinished end and smooth it a bit. It's
5. frozen pretty hard and ought to hold up the plane. I'll
6. handle the lights myself.

7. DAVE: What about lights, Jim? We don't have any big searchlights
8. an' the oil lanterns won't make much of a show.

9. JIM: I know. We can't hope to light up the whole field. But we
10. gotta get enough to guide him down. Thought I'd use some of
11. those extra cot mattresses soaked in kerosene. You've got
12. plenty of that on hand. An' they ought to make pretty good
13. flares.

14. DAVE: Yeah, that'll do the trick. But I'd better get goin'. I'll
15. turn the boys out with the fire alarm here.

16. (SOUND SIREN, BUILD TO HIGH PITCH AND FADE OUT)

17. PAUSE

18. (FADE I AIRPLANE MOTOR, SUSTAIN)

19. JIM: There's the plane, Dave. He must be pretty low on gas by
20. now.

21. DAVE: Red's got the runway smoothed up a little an' they're lighting
22. the last flare down there at the end of the field. Think
23. the Major can see those burning mattresses all right, Jim?

24. JIM: Sure he can. Say, Dave, we'd better head down to the end
25. of the runway. Looks as though he's through circlin'
around. Yuh got the boys ready?

1. DAVE: All set, Jim. Look! He's heading down. (MOTOR UP) He's
2. comin' in too close to those trees, Jim. He's gonna crack
3. up sure. (MOTOR CLOSE)

4. JIM: Wait... he sees 'em. (MOTOR ZOOMS AWAY, SUSTAIN AS IN
5. CIRGLING) Whew! That was close.

6. DAVE: Say that Major's a real flier, isn't he?

7. JIM: There's skill for you, all right. And courage, too, Dave.
8. Lock, he's ready to try it again. We'd better run if
9. we're goin' to get down there when he lands.

10. SOUND OF RUNNING FEET, SOUND OF MOTOR AS IN LANDING

11. FADE IN CROWD NOISE

12. JIM: (UP) Hey, you boys. Get back, get back, you're too close
13. to the runway.

14. DAVE: Here he comes! Here he comes!

15. JIM: Yeah. If he can only keep 'er right side up. If he can
16. only stop in time.

17. DAVE: The dirt's holdin' up, Jim. But he's goin' to hit the
18. snow bank! He's.... no, he's stoppin' the plane. There!
19. He's in an' safe! (PLANE MOTOR CUT)(BABBLE OF VOICES
20. BACK) Say, Jim, that man's all right!

21. JIM: I'd say so. Well, here he is, getting down out of the
22. plane...Hello, Major Burnett. I'm Jim Robbins. An' this
23. is Dave Parsons, an' the boys.

24. MAJOR: Hello, gentlemen. Well, looks like we made it. I'm
25. obliged to all of you.

1. JIM: You had us pretty worried, Major. You sure made a fine
2. landing.

3. MAJOR: Thanks.

4. JIM: I reckon you must be pretty tired. Come on over
5. to the camp. We've got food and a cot waiting for you.

6. MAJOR: No thanks, Ranger. If I can get some gas for my
7. plane I'll be taking right off.

8. DAVE: What?

9. JIM: I thought you planned to spend some time looking over this
10. field, tomorrow, Major?

11. MAJOR: I've seen all I need to see, Ranger. Your little Forest
12. Service field here has splendid possibilites. Yes, splendid
13. possibilities. Ideal for emergency landings. Especially
14. since pilots will be doing some mountain flying around here.

15. DAVE: Don't you want to rest up awhile first, Major?

16. MAJOR: That can wait, gentlemen. I have a very full week ahead of
17. me. Landing here has made it possible for me to catch up
18. on my schedule. I've been behind, you see. Now, if it's
19. possible to get some gasoline, I'll be on my way.

20. DAVE: Well, I'll be...

21. DJIM: All right, Major, Jerry Quick, our assistant ranger, is
22. on his way up here now with the gas. We'll help you put it
23. aboard. In the meantime Major (FADE) s'pose you have
24. somethin' to eat at least.
25.

1. ANNOUNCER: Uncle Sam's Forest Rangers comes to you each Friday
2. over the National Farm and Home Hour as a presentation of
3. the National Broadcasting Company with the cooperation of
4. the Forest Service, United States Department of Agriculture.

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