

UNITED STATES GOVERNMENT

MemorandumDEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

IN REPLY REFER TO:

4700
(NV-020)

TO : Winnemucca District Key Staff

Date: February 23, 1988

FROM : District Manager, Winnemucca

SUBJECT: Black Rock WH&B Gathering Contract Closeout with State Director 2/18/88

I. Synopsis

No serious problems were discussed. It was evident that from the standpoint of the welfare of the animals, the contract was extremely successful. The discussion centered on topics that should be discussed at the WH&B program meeting tentatively scheduled for April 1988.

II. Problems1. Roads and Trails in the Contract Area:

The question is, who, if anyone, should blade/improve roads and trails in the contract area?

- a. Should the contractor be responsible for blading/improving roads and trails?
- b. Should the BLM be responsible for blading/improving roads and trails?
- c. Should neither party be expected to blade/improve roads and trails?

This problem could be solved by placing a stipulation in the Invitation to Bid that all interested bidders must attend the pre-bid tour and specifying who is responsible for road work in the IFB.

2. Contractor/Truck Drivers:

- a. When the COR is aware that hazardous road conditions exist (such as the slick corner near Clark Field), he should not only tell the contractor but he should then follow up with the contractor to insure that he has relayed this information to the truck drivers.

3. Feeding and Watering Weak Horses

This practice should become a standard procedure. (Noting that the animals were in extremely weakened condition when we were gathering in the Paiute Meadows trap, we arranged for a veterinarian to inspect the animals and arranged for the contractor to feed and water these weakened animals for several days until they were strong enough to ship to Palamino Valley Center.)

4. Contract Logs

We need a procedure to insure the official contract log and any other notes/data is made a part of the official contract file.

5. Passengers in BLM Observation Helicopter

I pointed out to the State Director our concerns with the current policy so that he is made aware that it does, in fact, place a burden on the COR and PIs on the contract. I recommended, however, that we stick to the current policy which is that passengers who have a logical reason to fly in the helicopter may do so providing:

- a. Their presence does not jeopardize the safety of the operation.
- b. Their presence does not detract from the performance of the contract.

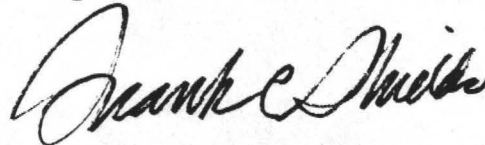
Mr. Spang concurred that we continue with this policy.

III. Summary

The Black Rock contract (976 animals gathered) and the Blue Wing contract, (1535 animals gathered) are both fine examples of managing contracts under very difficult situations. The State Director and Associate State Director share my views on this matter; you and the people who made these contracts successful are most deserving of jobs well done!

IV. P.S.

Attached is a draft paper on "Rules for Passengers in BLM Observation Helicopters". Our suggestion is that the public affairs staff finalize this paper and distribute it to potential passengers.



Attachment

cc: WH&B COR and PIs
Ed Spang, Fred Wolf, Dan Rathbun, Bob Stewart

RULES FOR PASSENGERS IN BLM OBSERVATION HELICOPTERS

1. Each passenger must wear a Nomex suit with gloves, leather lace boots that come up over the ankle, and a helmet. (We will have everything for one person EXCEPT THE LEATHER BOOTS!)
2. The BLM helicopter can get no closer than 1,000 feet to the contract helicopter.
3. The BLM helicopter must always fly in back of the contract helicopter.
4. Once the BLM helicopter begins to follow the contract helicopter, there can be no deviations from the flight pattern, i.e., no flights ahead to the side of or directly over the contract helicopter.
5. Safety comes first - no leaning out of windows to take pictures - no disruption of radio communications - passengers observe instructions from BLM personnel, and/or the pilot, etc.
6. No passengers allowed in the contract helicopter.

*This is essentially
already in
an N50 memo*

MemorandumDEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT*Ed Spang* 2/16/88
Bj 10/88

IN REPLY REFER TO:

4700
(NV-023.5)TO : 4700 Files and Black Rock/Warm Springs
Wild Horse Removal Contract

Date: February 16, 1988

FROM : Dick Wheeler, WH/B Specialist

SUBJECT: Critique of the Black/Rock/Warm Springs W/H Removal Contract

On February 11, a critique (see attached memorandum) was held at the Winnemucca District Office. Attendees were:

Bob Neary - Winnemucca	Scott Billing - Winnemucca DO
Gerald Brandvold - Winnemucca DO	Doc Munson - Winnemucca DO
Frank Shields - Winnemucca DO	Tom Seley - Winnemucca DO
Dick Wheeler - Winnemucca DO	Bob Brown - Winnemucca DO
Les Sweeney - Nevada SO	

The meeting began at 11:00 a.m., and the purpose was to discuss the administration of the removal to determine what aspects of the contract could have, or should have, been administered differently than they were, and also to find ways to improve administration of future removals.

I. Preliminary Data

I asked if there were any questions concerning the preliminary data. There were some questions about the accident with the truck that resulted in the deaths of 11 animals. I explained to the group the events that took place before and after the accident with the truck.

For future reference, these events were --

- The accident happened on the 90° turn west of Clark Field Ranch.
- I had discussed this location along with one other location with the contractor during the pre-work conference. We both agreed both locations might cause problems for the haul trucks.
- Humboldt County had bladed the road three days before horses were transported to PVC.
- The first truck to transport horses to PVC turned the corner too short, and the right rear end of the trailer hit a culvert.
- Eleven horses died. The contractor was not paid for these 11 animals.

- After the accident, the contractor hired a cat and operator to widened the curve, and to remove the snow and ice remaining on the edge of the curve. After this portion of the road was upgraded, the remaining horses were transported without additional incidents of these kind.

We then placed a conference call to Fred Wyatt at PVC. Frank asked Fred how the removal looked at Fred's end of the operation. Fred replied that in his opinion --

- the removal went as well as the Blue Wing removal.
- liked the way the horses weren't loaded too many to each compartment.
- liked the way the horses were sorted.
- thought it was innovative to feed and water the weak animals on site before they were shipped.
- communications very good.
- keep following the trucks to PVC.
- good lead time for trucks.

II. Contract Administration

A.1. Safety

✓ I told the group that in my opinion, no one but BLM personnel and the contract pilot should be allowed to ride in the BLM observer helicopter at any time.

I based my recommendation on what I had observed during the 1st two removals. For safety reasons, I told the group that my recommendation was based upon the fact that:

- a. If a B-1 (or similar capacity) helicopter is used, there is no room available for a BLM person. If a BLM person can not ride in the helicopter, it is impossible to judge whether or not the animals are being humanely treated during the gathering process - if they are being ran too fast, too far, if colts are being left behind, etc.
- ✓ b. If a Ranger (or similar capacity) helicopter is used, invariably the non-BLM individual riding in the aircraft disrupts radio communications between the BLM observer and ground personnel. The BLM observer is then put into a position of not being able to observe and control the gathering processa.

- Stay with
request
policy
- c. Whatever capacity of aircraft used, most of the time the non-BLM individual riding in the aircraft are photographers. By their very nature, most photographers insist upon having the BLM helicopter flying closer to the contact helicopter (and animals) than is necessary, or prudent. These requests (to get closer) are made while in the air and the gathering operations are in process. The BLM (or pilot if B-1) person then has to explain why the BLM helicopter can not be allowed to interfere with the removal operations, and if allowed, why the request may add to the stress of the animals.

I then asked Doc Munson to tell the group of his recent experience while riding as an observer with a photographer from NBC along. Doc told the group of the person disrupting radio communications, of talking to the individual while he (Doc) should have been observing the removal, of the person leaning far out the window to take pictures, and of the person's request to get closer to the animals than was necessary. Doc told the group that under those circumstances, he didn't feel he was observing the removal adequately.

Following Doc's and my presentation, there was considerable discussion by members of the group about my recommendation. Frank decided that there would be no decision made until the situation was discussed with Ed Spang and his staff.

Dale Owen then discussed ways to improve internal radio communications and ways to improve aircraft procedures. Frank asked Dale to prepare a memorandum to distribute within the district.

B.1. Removal Schedules

I briefly discussed with the group why I thought (see attached memorandum of 2-9 - item II.B.1. a&b.) removals from these three HMAs should occur no later than January 10.

Les mentioned that removal schedules should be discussed at a PRM. Les' point is valid, and at some future PRM, I would like to discuss the reasons why I think removals should occur no later than January 10 in the Warm Springs, Black Rock (East & West), Calico Mtns., Granite Range, Fox Range, and Buffalo Hills HMA's. I also think a January removal is appropriate in other HMAs within the Winnemucca District.

Les then talked about the truck accident. He cautioned the district in using ranchers when an accident such as this happens, and not to involve the BLM if possible. Les went on to say that some actions (grading of roads. etc.) should be between the contactors and non-Bureau people. Frank will discuss this at the close-out in the S.O.

III. Recommended Changes

Les said, and the group concurred, that items A and B should be discussed at a PRM. Frank will discuss item C at the close-out in the SO.

The members were then asked if there were any additional comments or suggestions. Since there weren't any, the critique ended.

In summation, I think the removal can be termed a success because:

1. Excess animals were removed and transported with no evidence of any sore footed animals.
2. Although we removed well over 200 animals that were extremely weak and malnourished, we were able to keep the losses at a minimum by isolating them for a few days which they were being fed and watered. During the loading process we selectively sorted the animals -- weak with weak and strong with strong. We were also careful about how many animals/compartment should be transported.

Incidentally, it was possible to do the above because the contactor had in excess of 1,000 feet of panels, and was very cooperative in sorting, feeding and watering the animals.

3. The contractor and crew were very cooperative throughout the entire removal operations. A good example is the very first day. I was flying as observer and Jim Hicks started about 20 animals toward the trap. These animals were started less than four miles from the trap site. They were all so weak (keep in mind the ground was covered with about five inches of snow) that they didn't run but trotted towards the trap. About two miles from the trap, Hicks backed his helicopter off and let them rest for about 15 minutes before taking them the final two miles. The following day I talked to Dave Catoor about the weakened condition of the animals. Dave and his crew then provided extra holding pens, and then sorted, fed and watered over 200 of the weaker animals.

We removed over 970 excess animals, and very seldom did I observe any animal that came into the trap showing any stress, sweating, or injury. The same type of humane treatment was accorded the animals once inside the trap, and during the loading and transportation process.

4. The contract was completed in strict compliance of the contract specifications.
5. According to Fred Wyatt, the removal was a success from his end of the operations.
6. We didn't receive any adverse comments from any organized group or individual.

With the exception of a news organization, all visitors to the trap site had very favorable comments about the removal operation, and the humane treatment the horses were receiving.

7. Communications were a strong point-keeping everyone informed helped.

Dick Wheeler

Attachments

MemorandumDEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENTIN REPLY REFER TO:
4700
(NV-023.5)

TO : Files and Black Rock/Warm Springs
Wild Horse Removal Contract

FROM : Dick Wheeler, WH&B Specialist

Date: February 9, 1988

SUBJECT: Agenda Items for the Critique of the Black Rock/Warm Springs
Wild Horse Removal Contract

I. Preliminary Data

- A. Catoor and Hicks were the contractors. Contract took 23 days to complete.
- B. The contractor was paid for the removal of 977 excess wild horses. A total of 960 excess animals were removed, and 25 were relocated. The contractor wasn't paid for eight of the 960 removed.
- C. Three trap sites were used - one at Paiute Meadows Ranch, one at Soldier Meadows Ranch, and one at Battle Creek Ranch.

- D. Twenty-four animals died as a result of removal operations.

Died inside the trap of unknown causes	=	2
*Destroyed due to deformities, injuries, age	=	7
Died during transportation	=	11
Died at PVC	=	4
		<u>24</u>

*two due to deformities, three of injuries, and two of old age.

$24 \div 985 = 2.4$ percent

- E. Although a post-census will be conducted, the removal resulted in AMLs being attained in the Black Rock (East & West) and Warm Spring Canyon HMAs.
- F. The BLM helicopter recorded 23 hours of flying time. The contract helicopter flew 61.5 hours.

$23 \text{ hours} \div 11 \text{ days} = 2.1$ hours of flying time/day for the BLM observer helicopter.

II. Contract Administration

- A. Things that went wrong (or could have).

1. Safety

I allowed two free lance photographers to ride in the BLM observer helicopter. For safety reasons, I strongly recommend that only BLM personnel and the pilot be allowed to ride in the BLM helicopter during future removals.

Secondary to safety is the fact that most photographers want to get closer to the contract helicopter and animals than is prudent:

- a. Liability damages.
- b. Undue disturbance to animals.
- c. Interference in removal operations.

2. Truck accident.

First shipment of horses to PVC resulted in the deaths of eight horses. Preventable? Yes.

- a. Closer examination of road conditions.
- b. County bladed the road, but our office should have talked to the operator when the road was being bladed.

3. Shouldn't have gathered the animals past January 10.

- a. Weak and malnourished foals and mares (some studs). We could have lost a number of these animals - we lost four.
- b. Numerous mares about to complete their term. One mare at Soldier Meadows slipped her fetus. I suspect more at PVC - talk to Fred.

B. Things that went right.

1. Removal schedule (time of year).

- a. Colts bigger, stronger and more developed hoof structure - we didn't ship any sore footed animals.
- b. Due to limited access and very rocky conditions, it is very difficult to remove animals from these three HMAs without causing injury or death to the animals. The contract was successfully completed with a minimal number of horses killed or injured.

In addition to the items mentioned in B.1.a. above, some of the other reasons the removal schedule was beneficial was the presence of snow, and the very cool temperatures.

2. Loss of weak and malnourished animals kept to a minimum (four).

- a. Although we removed over 200 animals from the Black Rock-East HMA that were extremely weak and under-nourished, only four of these animals died. Steps taken to minimize loss were: first all of the weak horses were isolated from those determined to be in good enough condition to ship; then those weaker horses were fed and watered for a few days; then as these horses were transported, a selective sorting process was used - all the weaker animals together, etc.

The contractor was very cooperative in providing extra panels, pens, and the extra work necessary to feed and water the animals.

3. Excellent communications.
 - a. With PVC.
 - b. Internally.
 - c. SO & PSC.
4. Excellent support from PVC.
 - a. Shipping schedules.
 - b. Problems - good points.
5. Very good support from local ranchers.
 - a. Facilities, equipment, labor, etc.
6. Very good support from WHOA and ISPWHB.
 - a. Truck accident.
 - b. Relocation of animals.
 - c. Weak horses.
 - d. AMLs - census.
7. Contract administration.
 - a. Contractor - very cooperative.
 - b. Specifications.

III. Recommended Changes

- A. Remove animals no later than January 10.
 1. Weak animals - mares heavy with foals.
- B. Additional holding pens.
 1. May want to consider adding a bid item to the contract to provide for feeding and watering animals for awhile.
- C. Use of BLM helicopter.
 1. Disallow public from riding in the BLM aircraft at all times.

Sick Wheeler

MemorandumDEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENTIN REPLY REFER TO:
1234
(NV-027.12)

TO : Sonoma-Gerlach Area Manager
District Wild Horse/Burro Specialist

FROM : Tom Seley, Range Conservationist

Date: February 9, 1988

SUBJECT: Synopsis of The Black Rock Range West and Warm Springs Canyon Wild Horse Removal Contract No. YA551-CT8-340009.

On January 18, 1988 Jim Hicks and Dave Cattoor (contractors) notified Dick Wheeler that they had flown the Black Rock Range West and Warm Springs Canyon Herd Management Area's (HMA's) and did not find enough horses to meet our Appropriate Management Level. They requested a census of the HMA's before continuing the contract.

On January 21, 1988 Dick Wheeler, Lloyd Munson and I inventoried the two HMA's finding 820 horses and 14 burro's. It was felt that our census was conservative since we were unable to completely census the Black Rock West HMA. Dick Wheeler notified the contractor that there were sufficient numbers to continue the contract.

On January 23, 1988 Dick Wheeler, Lloyd Munson and I arrived at the Soldier Meadows Ranch. The contractor had received permission from Ken Earp (Ranch owner) to use the corrals and house during the removal. The trap was constructed with jute matting and panel wings which funneled the animals into the ranches corrals which were lined with panels. Inside each holding pen was a circular water tank that is fed by a warm water spring. By utilizing the ranches facilities the animals had free access to water at all times.

The Black Rock Range West was gathered on January 23 and 24, 1988. A total of 245 animals were captured. Discounting animal movements between the Black Rock Range - East and Black Rock Range - West, our estimated population after removal is 300 head. This includes the release of 1 buckskin stud and 7 sorrel mares in the mouth of White Rock Canyon. All animals arrived at the trap site in good condition. During removal snow depth varied from a half foot to approximately two feet in depth in the removal area. Horse were brought from one to eight miles, with the majority of animals traveling approximately six miles to the trap site.

Warm Springs Canyon was gathered on January 25, 26, and 27, 1988. A total of 279 animals were captured. The estimated population after removal is 283 horses and 16 burros. This includes the release of two studs and 12 mares. During the removal it was noted that approximately 20 head had small rock cuts on the hocks and 4 head had small cuts high on the ribs. It was determined that the animals had lost their footing in the slushy snow as they were brought to the trap. There were not any wire cuts during the contract. Ground conditions varied from frozen snow in the morning to a slushy slick snow cover in the afternoon. Horses were brought from 4 to 12 miles, with the majority of the animals traveling approximately 8 miles to the trap.

On January 29, 1988 the last animals were shipped from Soldier Meadows Ranch to Palomino Valley, completing the contract. Attached is a summary of the entire Black Rock Range/Warm Springs Canyon Horse Removal.

Captured and Shipped

Black Rock Range - East (NV-209)	428
Black Rock Range - West (NV-227)	250
Warm Springs Canyon (NV-226)	242
	<u>920</u>

Died/Destroyed

NV-209	8
NV-226	3
NV-227	1
	<u>12</u>

(Died during transportation - non payment 8)

Released

NV-209	9
NV-226	12
NV-227	8
Owyhee	14
	<u>43</u>

T.SELBY:slj

Memorandum

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENTIN REPLY REFER TO:
4400/4700
(NV-026.3)

To : Paradise-Denio Area Manager Date: January 21, 1988

FROM : Bob Brown, Range Conservationist

SUBJECT: Black Rock East Wild Horse Gather Summary/Management Recommendations

The gather began on January 12 and by January 15, 455 horses had been captured.

The Appropriate Management Level (AML) for the Herd Management Area is 59 horses. Throughout the gather the HMA was flown intensively by the observation helicopter and I am confident that approximately 61 horses remain as follows:

<u>No.'s</u>	<u>Area</u>
37 Horses	Paiute Basin and South
9 Horses	Released at Trap Site
15 Horses	Bottle Creek Basin

An inventory conducted in October indicated that there were 666 horses in the HMA with 607 scheduled for removal. However, as a result of recent storms and a lack of available forage approximately 152 horses have moved to other areas. It is possible to expect movement back into the HMA this spring and summer. If this is fact, it is obvious that it will be impossible to maintain the current AML yearlong and that numbers may triple during spring, summer and fall.

As a result of the transportation accident and poor condition of the horses involved, 16 horses died or were disposed of for humane reasons. One deformed, old mare (20 years) was released.

Ten curly haired horses were gathered from the Pinto Mountain area. Due to their unique appearance; relatively exceptional condition and potential future adoptability, seven of these horses were released along with one sorrel mare as a marker (see attached memo dated January 19, 1988).

One branded horse was captured, claimed and released to John DeLong of Trout Creek Ranch.

A total of 426 horses were transported to the Palomino Valley facility. As of January 18, 1987, one horse had died and one injured horse was disposed of. In addition, Fred Wyatt showed me four additional mares that may not survive due to their poor condition.

Future Management Recommendations

Although we are confident that the AML has been achieved, we are equally confident that the AML will be exceeded as early as this spring. It is obvious that we know very little concerning the seasonal movement of horses within and between HMAs. Therefore, prior to preparation of a Herd Management Area Plan (HMAP) I recommend the following action as soon as possible:

- 1) Identify extent of movement between the Black Rock East and West HMAs. Conduct inventories at least twice a year - winter and summer. Ideally, inventories during all seasons would be preferable. Inventories should be continued annually until we are confident that we have identified actual seasonal use areas following removals to AMLs. It is obvious that timing of inventories is critical as evidenced by the October inventory and population estimates made now.
- 2) Identify extent of movement, if any, between Black Rock East and Jackson Mountain HMAs. Again, multiple inventories would be necessary.
- 3) Based upon above inventories establish seasonal AMLs. It should be obvious that one AML for the entire year is inadequate.
- 4) Utilization studies this summer identified that area south of Paiute Creek as receiving heavy/severe utilization by horses. I recommend closing this area to domestic livestock grazing for at least one year and then conduct an inspection to determine if additional rest is necessary for the recovery of perennial grasses and shrubs.

Black Rock East Wild Horse Gather
Data Summary

Captured	455
Released	9
	<hr/> 446
Shipped	426
	<hr/> 20
Died/Destroyed	16
	<hr/> 4
Branded/Claimed	1
	<hr/> 3
Counting Error During Loading on 1-16-88 (shipped 44, actually 46)	2
Unaccounted for	<hr/> 1

Discussions with Cattoors crew and others involved in unloading horses injured in trailer incident indicate that the one unaccounted for horse may have died then. Original death count was 8, whereas it probably was 9.

Dick W.
B. Johnson
1-22-88

Inspector <u>Bob Braum</u>			
Report Number <u>4</u>	Date <u>Jan 13</u> , 19 <u>88</u>		
Weather <u>Cloudy & Cold</u>	Min. Temp.	Max. Temp.	
Precip. <u>0</u> in.	Storm Period m. to m.		
Soil Conditions <u>snow & frozen</u>			
Work Period m. to m.			

FORCE AND EQUIPMENT IN USE

Superintendent <u>Catdoor</u>		Skilled <u>4</u>	Laborer
Foreman <u>Wald</u>			
NO. UNITS	DESCRIPTION	SIZE-CAPACITY	HOURS OPERATED
<u>2</u>	<u>Helicopters</u>	<u>TB-1</u>	
<u>2</u>	<u>Trucks</u>		
<u>2</u>	<u>Pick ups</u>	<u>1 Ton</u>	

ESTIMATED QUANTITIES OF PAY WORK ACCOMPLISHED

ITEM NO.	ITEM	UNIT	QUANTITY
<u>01</u>	<u>CAPTURE</u>	<u>Head</u>	<u>117</u>
<u>02</u>	<u>FEED & WATER</u>	<u>Head</u>	<u>209</u>
<u>03</u>	<u>TRANSPORTATION</u>	<u>HEAD</u>	<u>-</u>

125 - ♂ Destroyed = 117
217 - ♂ Destroyed = 209

Narrative:

- Dick Wheeler and I arrived at Trap site at 0710
- George Giacometto, Braund Inspector arrived at 0715
- Doc Munson arrived at 0715
- Patrick and Inga Spence, freelance photographers arrived at 0715
- El Aero was at Paude Meadows Ranch when we arrived
- Hicks in the Air 0728 - working south of Paude Meadows Ranch
- Observation helicopter in the air 0743
- Braund inspected and loaded two trucks (40 & 47 horses) started at approx. 0745 and trucks left the trap site at 0900 followed by Doc Munson.
- 5 birds captured on 1-12-88 still at Trap site

Signature of Inspector

Inspector T306 Brown
 Report Number 5 Date Jan 14, 19 88
 Weather cold / cloudy Min. Temp. Max. Temp.
 Precip. 0 in. Storm Period m. to m.
 Soil Conditions snow / frozen
 Work Period 7:10 a.m. to m.

FORCE AND EQUIPMENT IN USE

Superintendent	<u>Cattar</u>	Skilled	Laborer
Foreman	<u>Wald</u>		
NO. UNITS	DESCRIPTION	SIZE-CAPACITY	HOURS OPERATED
<u>2</u>	<u>Helicopters</u>	<u>73-1</u>	
<u>2</u>	<u>Trucks</u>		
<u>2</u>	<u>Pick ups</u>	<u>1-TW</u>	

ESTIMATED QUANTITIES OF PAY WORK ACCOMPLISHED

ITEM NO.	ITEM	UNIT	QUANTITY
<u>01</u>	<u>CAPTURE</u>	<u>Head</u>	<u>165</u>
<u>02</u>	<u>FEED + WATER</u>	<u>Head</u>	<u>297</u>
<u>03</u>	<u>TRANSPORTATION</u>	<u>Head</u>	<u>77</u>

167 - 2 destroyed = 165
384 - 2 destroyed = 382

Narrative:

Dick Wheeler and I arrived
at the trap site 0700

We inspected the 2 horses
we had left in the trailer
over side hoping they would
survive. It was necessary
to dispose of one. The
second horse was unloaded
at the trap site.

-Hicks in the air at 0715
Doc Munsen and Scott Billing,
Area Manager arrived at 0730

Dr. Cannon, Veterinarian from
Winnemucca arrived at 0730

Hank Durrana arrived
at 0800. Hank is operating
a backhoe for us.

Mares and Colts were moved
to a large corral to
provide better conditions for
the weakened animals.

Signature of Inspector

