



CALDERA CHRONICLES



Volume 1 Issue 10

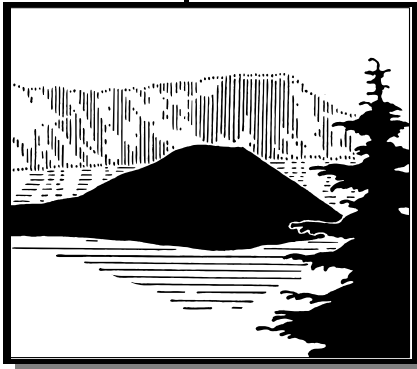
Winter 2001

Welcome to Winter 20001!

Welcome to another year of skiing safely and having fun! This winter seems to be getting off to a good start, though as I sit and write I can look outside and see that we are definitely below average in snowfall. In fact we are almost 3 feet below average! Global warming seems to be alive and well here at Crater Lake! What does this mean to you as a Ski Patroller? Well, if it keeps up this way we will not be skiing in June and some trails will be a little too exposed for safe winter travel. However, it could mean more time to get a sun tan or have long winter picnics under the sun. What it comes down to is this: lots of snow = visitors getting into trouble; little snow = more people playing in the park and getting hurt. Either way the Crater Lake Ski Patrol will once again prove a valuable asset to the park. As I have said many times before- the Ski Patrol is the backbone of our winter operations and we could not help the public and protect our precious wilderness without you!

Among the patrollers being welcomed to Crater Lake are eight new people. We are fortunate to have these new dedicated volunteers and I am sure they will all become a valuable part of our operation. If you will be patrolling with any of the new folks I would like to ask you to make them feel at home and provide the hospitality and education about the park that Crater Lake Ski Patrollers are famous for.

It was a busy holiday season here at Cra-



ter Lake. There were many people skiing as well as busloads of tourists coming up just to take a few photos and walk on some slick ice. The ski patrol helped prevent at least 25 potential accidents that I

counted. Who knows how many lives were saved by having the patrol around

to prevent a disaster before it occurred? The patrol was also very helpful in helping rangers with a motor vehicle accident and doing some field repairs on visitor skis during this holiday period. A big thanks to all those that were here to help out! We hope you enjoyed the bon fire and holiday cheer while spending time with your park friends.

For those of you that remember my little accident last year, I want

to let you know that I am getting better every day. I have already been skiing a few times and can ski about 85 percent of my abilities before the accident. I am certain that this will be back to 100 percent by the end of the season. I am looking forward to skiing and spending time with as many of you as I can. You are not only a great asset to park operations, but also a lot of fun to be around! Each one of you brings the park community happiness through your friendship with our employees and families.

Well, I hope your holidays were happy and this year promises to be full of good times and safe skiing. On behalf of the staff of Crater Lake National Park- Welcome!

See you Soon!

John Broward



THE COMMUNITY CENTER

Our first Community Center workday was last Month. The day was a great success. In addition to Last month work, several residents have volunteered their own time to clean, sort, organize and paint at the center. Thanks to everyone's efforts, improvements are starting to show.

Here's a summary of work that's been completed this past month:

- **Storage Areas:** Cleaned and reorganized beneath the stage and closets at top of stairs.
- **Downstairs Cloak Rooms:** Skis and chairs removed, electrical outlets installed, plaster repaired, painting started.
- **Entryways:** Old vinyl wall covering and molding removed, plaster repaired, painting started.

- **Multipurpose Room:** Old paint removed from stage front, painting started, piano cleaned, pool table supplies sorted and cleaned, overhead light fixture repaired.
- **Kitchen:** Cupboards sorted and cleaned.



- **Stairwells and Landings:** Old vinyl wall covering and molding removed, plaster repaired.
- **Upstairs Hall:** Old vinyl wall covering and molding removed, plaster repaired.
- **Upstairs Satellite Equipment Room:** Unused components dismantled and removed.

NATIONAL PARK SERVICE SAFETY POLICY

- The employee is valued first, then the task.
- All accidents are preventable
- Working safely is a condition of employment
- Operating exposures can be eliminated or controlled
- Deficiencies will be corrected promptly.
- Safety is the responsibility of every employee

Disappearance of Crater Lake

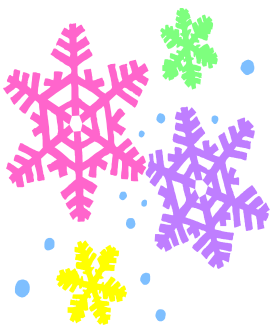
Imagine yourself on Crater Lake in the southern Cascades of central Oregon. Imagine it on a beautiful cool morning while skimming across the water from Cleetwood Cove to Wizard Island in a small motorboat. Imagine further that the sky is so clear and blue and that the lake is perfectly calm to give a mirror reflection of the Caldera all around it. Examine all the features of the Caldera in the rocks, pumice, trees, slides, and snowfields. See how blue the lake is from such clear and deep water. Then, look at the Caldera once again and squint

your eyes to block out the peripheral vision of the boat wakes. Awe at how the Caldera above the water matched and blended with the Caldera mirrored on the lake surface. Note how the ethereal blue colors of the lake and sky match. The Caldera and its mirror reflection forms one land as if a planet in the shape of a ring with mountains on both edges. The image causes the lake itself to disappear.

Suzan Pool

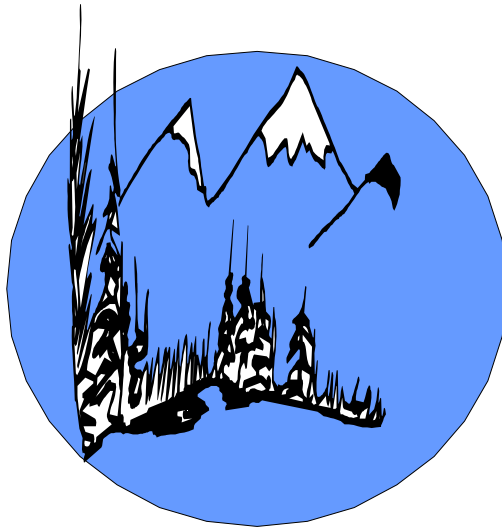
SAFETY CORNER TIP

Now that winter is here, it's that time of the year to watch for ice and snowplows!



TO BE USED AGAIN

This past summer Lon Ryder, Ed Johnson, Ed Workman, Tom McCuaig, and Bill Deve-



- 2.5 tons of corrugated cardboard
- 360 trash bags of beverage cans and bottles
- 700 lbs. of newspaper
- 1100 lbs. of white office paper
- 150 lbs. of tin cans
- 320 lbs. of clear glass
- 945 milk jugs
- 3750 lbs. of magazines
- 240 cubic yards of wood scraps
- 252 cubic yards of scrap metal

Other recyclable materials that stayed out of the waste stream include antifreeze, oil, batteries, and tires.

reux operated the park's recycling program. Items were collected from park housing, administrative sites, construction sites and visitor use areas. All employees, Volunteers and residents deserve recognition for their part in the over all success of this program.

Listed is a comprehensive breakdown of what CRLA recycled this past summer.

This is an approximate 15% increase from last year. Lon informs me that if a little extra effort from residents in preparing and organizing their items, even greater numbers can be achieved.

Thanks to everyone for their hard work.

By: Brian Coulter



Avalanche Danger Levels

LOW: Natural avalanches very unlikely. Human triggered avalanches unlikely. Travel is generally safe.

MODERATE: Natural avalanches unlikely. Human triggered avalanches possible.

CONSIDERABLE: Natural avalanches possible. Human triggered avalanches probable.

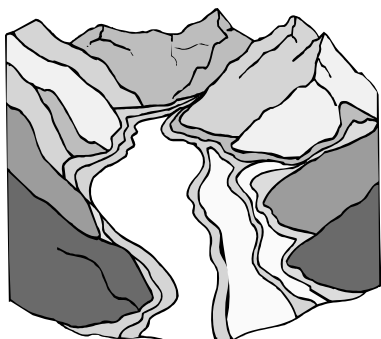
HIGH: Natural and human triggered avalanches likely, travel is not recommended.

EXTREME: Widespread natural and human triggered avalanches certain.

For current avalanche information call: (503) 808-2400 I

Internet address:

www.nwac.noaa.gov



Just a Quick Update That Some of You May find Usef



meters and possibly better. I ran a quick test with one of our handheld units and I was getting 4-meter accuracy (in the open).

We still recommend using waypoint averaging if your unit has this feature for the best possible accuracy. The limitations on signal reception due to forest canopy and topography have not changed.

For mapping purposes (using the Trimble Geo-Explorers), you will still need to perform post-processing differential corrections for the best possible accuracy (for most projects).

Additional information about GPS and the Selective Availability decision is available online at the Interagency GPS Executive Board web site: <http://www.ige.gov>.

By; *Dan Jacobs*

Patrol Orientation a Success!

This years Ski Patrol orientation was one of the best ever! This was largely due to the terrific weather. It was warm and sunny but there was enough snow to complete most of the stations.

Thanks to Evan Olson, James Platt, Randy Benham, Kevin Groh, Won Kim, Dan Miller, Doug Robin and Donna Short for working so hard in running the skills stations!

The intentional degrading of the GPS signal called SA that the military previously used to limit civilian GPS accuracy has been suspended as of May, 2000

What this means to park GPS use is that the ability to navigate (to research plots, archeological sites, weather stations buried under snow, etc) has been enhanced considerably. Previously, with the exception of using one of our military units, navigation accuracy was about +/-100 meters now it is about 10

Winter Enjoyment

Winter, like it or not is here! For those of you who cherish snow this can be an enjoyable, quiet time of the year. It provides an excellent opportunity to get out in areas of the park that provide for a unique wilderness experience that cannot be had during the summer. Everyone should have a chance to ski to Discovery Point on one of those beautiful sunny winter days when the air is still and you cannot see without your sunglasses. Once there, stop and listen to the sounds (or lack of sounds) of nature. The solitude and quiet will make you appreciate and understand the necessity of National Parks.

Remember this feeling when you are busy driving through the park during the summer. You will want to stop at the same spot and think back to the winter day you felt the awesome power of nature. This feeling will still come through despite the whistling of engine parts, dogs barking and occasional radios blasting, that is experienced in the summer time clutter. It is hard

to believe you are in the same place and the same spot. It is like two different worlds, two different parks, and two different ways of thinking about why parks need protection. This feeling can be felt anywhere you go in the park where the winter increases the size of our magnificent backcountry.

For those of you



that are new to the park, I have included a few short principals to follow before, during and after your winter backcountry trip.

These include (but are not limited to) the following:

- 1) Separate ski and snowshoe tracks. Do not walk or snowshoe in ski tracks.
- 2) Share the trail and be courteous to other users.
- 3) Yield to downhill and faster traffic.

- 4) When stopped, move off the trail
- 5) Plan ahead. Know the area and what to expect.
- 6) Be prepared for extreme weather.
- 7) Monitor snow conditions. Know what to look for in regards to potential avalanche danger.
- 8) Avoid visiting the backcountry alone. Make sure someone knows where you are going.

9) Carry the "10 essentials" (or more if you can). Feel free to stop by the backcountry office for a list of things to carry.

10) Pack it in, pack it out. Pack out all trash. Do not bury it in the snow or ground.

The Backcountry Ranger District has videos and other reference materials that can help you get started on a winter adventure. Remember: Rangers and Ski Patrollers are always willing to help, don't hesitate to ask questions.

I hope you too can learn to appreciate the different environment that exists during the colder months. Like it or not, winter is here. You might as well enjoy and fully experience what it has to offer.

By: John Broward



Protect Yourself From Winter Work Hazards

When you work in the cold, your body uses 60 percent of its fuel just to keep itself warm. Because of this, you can tire more easily than you notice. As you get more tired, you're more prone to the dangers of winter weather—hypothermia, frostbite and poor awareness. Here's how to protect yourself:

Acclimate to the cold. Before you launch fully into outside work, give your body a chance to get used to the cold.

Take enough breaks. Take turns with a co-worker on being outside. As one person tries to warm up, the other is outside working.

Wear layers. The Occupational Safety and Health Administration recommends that workers wear three specific layers of clothing to stave off the cold and wet:

1. An outer layer that serves as a wind-breaker, but allows for ventilation.
2. A second layer that absorbs sweat and still

insulates.

3. A third layer close to the skin that is thinner and allows for ventilation.

Get extra protection



for hands and head. Your mother was right to make you wear a hat in the winter. It can help retain the 40 percent of body heat that otherwise would escape from your head.

Insulate your feet. In addition to wearing warm woolen socks, use insulating muffs around you ankles and over the top of your work shoes.



Backcountry Avalanche Safety Increases Enjoyment, Saves Lives

With the growing free skiing/riding movement, more and more skiers and snowboarders head out of ski area boundaries every winter in search of untracked powder and adventure. But in the backcountry, pristine slopes, solitude, and unparalleled natural beauty are inexorably linked with inherent risks. This terrain is neither patrolled nor controlled, creating its paradoxical allure. Out there, the snow conditions are vastly different from those found within the more predictable confines of a ski area; out there, avalanches accommodate no one.

A humbling reminder of nature's power, avalanches can easily obliterate anything unfortunate enough to be in their path: people, trees, cars, and even buildings. While the techniques for predicting and avoiding avalanches are generally reliable, anyone who ventures into the snowy backcountry will never be completely safe from the threat of an avalanche. That's why it is so important to be well versed in avalanche safety and search and rescue techniques.

The goal of all avalanche safety instruction is to help skiers and snowboarders make smart decisions in the backcountry so they can minimize their chances of having to deal with an avalanche and know what to do in the event one occurs. Armed with avalanche knowledge and safety aware-

ness, skiers and snowboarders are better prepared to balance an acceptable level of risk with the chance to experience the euphoric beauty of the backcountry. Here are some essential safety principles to keep in mind.

Before You Go

1. Take an avalanche safety course or clinic.
2. Read up on avalanches.
3. Learn to recognize avalanche terrain
4. Practice searching for your companions' avalanche transceivers.
5. Do your homework. Research your route and snow conditions in the exact location(s) you plan to ski.
6. Remember and anticipate the "Human Factor," that is, the fact that people may exhibit undesirable behavior in stressful situations.

Once You're There

1. Always carry avalanche equipment, including avalanche transceivers, probes, and shovels (in addition to basic camping gear, extra clothing, high-energy food, and plenty of water). Every member of

the group needs to carry all three of these avalanche rescue items, and know how to use them.

2. Be aware of your surroundings.
3. Analyze the snow



pack stability.

4. Cross potential avalanche slopes one at a time.
5. Have the courage to know when you shouldn't go.

General Rules Of The Road

1. Don't overlook clues.
2. Try to avoid traveling in the backcountry alone.
3. Don't assume avalanches occur only in ob-

vious large paths.

4. Never travel in the backcountry on the day after a big storm.
5. Don't assume a slope is safe because there are tracks going across it.
6. Don't assume you're safe just because you're wearing a transceiver.
7. Don't allow your judgment to be clouded by the desire to ride the steepest pitch or get the freshest snow. Staying alive is much more important.
8. Don't hesitate to voice concerns or fears.
9. Don't consider yourself an avalanche expert just because you've taken a lot of courses and traveled extensively in the backcountry.

The Park Needs Your Help!

We still need some ski patrol help on the following weekends:

- March 26-March 30 (Oregon School Spring Break).
- March 31 & April 1st.
- April 14 & 15 (Easter).
- April 28 & 29.

If you are able to patrol, please let John Broward know ASAP

WAXING FOR KICK

Why?

The Classic motion fundamentally differs from Skating primarily in the way in which we transfer drive from one side of the body to the other. Skating uses an edge to obtain "purchase" in the snow for the weight transfer. In Classic skiing, to obtain "purchase" you must have something underneath the middle third of the ski that will "grab" or "stick" to the snow crystals just enough to provide a launchpad to drive onto the other side. This "something" is either a synthetic "waxless" pattern permanently imbedded in the ski base OR it is some form of "kick wax". Kick wax is only applied to the middle third of a waxable ski known as the "wax pocket" or "kick zone". Kick wax past the kick zone will only slow down a ski and will not aid in getting kick.

Kick waxing can be frustrating if you totally miss the wax and it can also result in some of the best Classic skiing of your life. It pays to listen to

folks that really know how to kick wax whenever a clinic or seminar is in your area. One harsh reality about kick waxing is that you will need to do it every time you go Classic skiing on waxable skis. All the more reason to learn to do it well!



Waxless Ski "Waxing"

Careful here, the only type of "waxing" you ever want to do with the waxless surface of a waxless ski is actually just a form of de-icing. A number of companies make special pads specifically for waxless skis that will help the speed of the ski and help prevent ice crystals from building up on the waxless ridges. This can be particularly helpful in fresh snow conditions. All you do is rub a pad (they look like the little handy-wipe cleaning

packets) on the waxless ridges and make sure to let the liquid cool before setting the ski in the snow. **Never** put kick or glide wax on the grooves of a waxless ski! *The only other type of waxing you might do with a waxless ski is glide wax the tips and tails which is covered later.*

Kick Wax: Two Types:

Stick Wax

Looks like and is applied like a stubby, wide crayon. Comes in a small, peel-able "can" in all sorts of color-coded temperature ranges. Typically, green and blue represent temperatures below freezing; violet just around freezing; and red and yellow above freezing. Stick wax is gently crayoned on and smoothed into the "wax pocket"--the middle third of the ski. Kick wax is used primarily for fresh, cold, and semi-transformed snow conditions.

Klister

Comes in small toothpaste tubes and is undoubtedly the messiest part of X-C Skiing. Klister is applied in one **very thin** layer and smoothed to form a clear sheen across the wax pocket. It also comes in color-coded temperature ranges with several "universal combinations". You typically need klister in warm and older snow conditions as well as ice. Note: Don't be scared off by klister's messy aspects. If you understand how and when to apply it you can substantially reduce the difficulty of using klister and you will also come up with a great way to enjoy previous "unskiably" conditions.

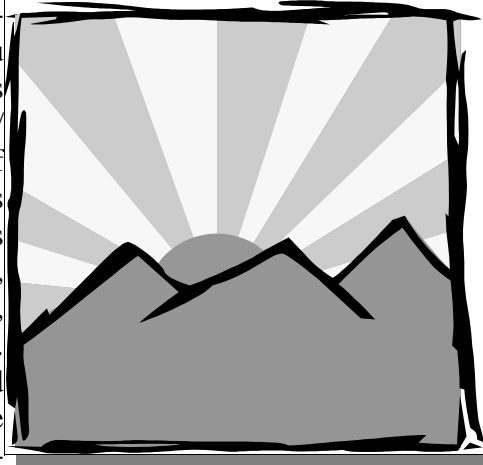


How to use Stick Wax

Grip the stick wax in one hand and support the ski with your other hand as well as your body. If you have a bench with vises it will be a bit easier but they are not essential. Gently crayon on enough wax to cover the entire wax pocket running surfaces--but not the groove. You will find colder waxes crayon on very quickly/easily and this is one of the big reasons why it is easier to use waxable skis in colder regions (i.e., North America's Midwest, Alaska, the Yukon). Warmer stick waxes and klister tend to glob so be careful. Once you have applied a "layer" of the stick wax, you will need to use a waxing cork or the heel of your hand to gently smooth the wax into a clear layer. Don't work the wax too much. Just rub in smooth, firm strokes primarily in the direction of travel. It is important to try to get wax as smooth as possible in order to create a faster kick zone and better kick. If you have globs or rough spots the ski slows down and the high spots can actually lift a ski a micro-amount so that kick is compromised!

When applying, try to leave a couple inches above the bottom of your wax pocket so that smoothed or "corked in" wax won't be spread past the wax pocket.

The best method of applying stick wax is to use several thin layers rather than one thick one. Occasionally you will need to apply a binder with stick wax. A binder is a harder stick



wax put on first that will increase the durability of the wax of the day but not compromise speed. Binders are usually only used in particularly abrasive conditions.

Try to scrape out any wax that gets into the middle groove before skiing. Wax in the groove doesn't help kick and will slow glide. After a few times practicing you'll get a hang of the process and this can be a pretty quick operation.

How to use Klister

Start by running a pencil thin line of klister down each side of the wax pocket. Then use a klister paddle or your thumb to smooth the lines into a clear sheen. As with kick wax you do not want klister in the groove so clean up spillage. Likewise, you'll need to clean off extra klister on the sides. The most common error with beginners is putting on way too much klister to start with. Go with as little as possible to get a thin, tacky layer throughout the wax pocket.

Quite often klister is used in very hard snow or ice conditions which means you'll need a binder to increase durability. A binder simply means a colder, harder klister laid as a base for a softer, warmer klister. The binder helps to prevent softer klister from being rubbed off the ski in the first couple kilometers. Blue or green klister is the most common binder in most brands. Application of binders is exactly the same as regular klister however, due the hardness of the wax you probably will need to warm a binder before and during application. The easiest way to warm a binder is to warm up your klister tubes inside before you wax. If you are away from a building you will need either a heat gun or a small propane torch. Once the tube is warm enough so that the klister easily comes out, you'll want to apply and spread using heat to break down any clumps that develop. If you use a heat gun or a propane torch, make sure that you are very careful not to apply direct heat for anything but a few seconds at a time--and **NEVER** to an exposed base (one without any wax on it). It is very easy to melt a \$400 ski!!! Pre-warming klister tubes is probably

a better and safer method than direct heat for beginners. However you end up applying the binder, you must completely cool the ski before you apply the next layer. Otherwise you will end up mixing the waxes and you'll likely lose all your wax on the first icy turn!

*Tips for
Selecting
the right
Kick Wax*

Aim For Option "A"

When you kick wax you can have three outcomes:

- A. Good kick and glide.
- B. Too slick of a ski.
- C. A ski that sticks or develops ice and snow clumps on the bottom.

To make matters worse, a ski that is slick ("B") is often the result of tiny ice crystals forming in the wax (called "icing") because the wax was a bit too warm--the same problem that results in "C".
Y i k e s ! ! !

Here are a few general rules to follow to avoid "B" and "C"...

- Never assume conditions will be the same everywhere in the ski location of the day. Always carry waxes with

you for above and below your temperature choice so that you can change wax while skiing.

- When in doubt, go with the colder wax. It is easier to put on a layer of warmer wax over colder wax than vice versa...and you



also avoid the icing problem.

- Remember that kick waxing is always going to be hardest when temperature ranges change dramatically or when snow crystals are in their most volatile state--just around freezing. If you get frustrated easily you may want to skate or use waxless skis in these conditions.
- Make sure to avoid putting too much wax on and make sure smooth the wax into the base. Even the "right" wax for the day can stick or

slip if too much is applied.

Color Ranges

Get a wax chart or guide from one ski wax brand that has temperature, ski conditions, and a list of different waxes side by side. These charts can be very useful for beginners but make sure to use primarily the brand of wax on the chart. Why? Color ranges can be different amongst the brands and different brands may have more intermediate colors than others. It'll take a few years of skiing to get used to moving across the brands and discovering which specific waxes from each company are your favorites.

Realize that "fine-tuning" waxes are available from nearly every company. Popular variations include "plus/minus" and "special/extra". For example: A "special blue" wax would be concentrated on the colder end of the blue range just above "extra green". These third or half step waxes really allow a seasoned waxer to get just the right combination of glide and kick.

Minor differences between waxes matter more to performance skiers and at commercial areas. For a beginner going for a tour on skied-in tracks minor differences may not be a factor at all. Don't be intimidated by ski shops with 500 different types of wax and techno-babble slang. Some of the best wax jobs I ever had (including those for World Cup races!) were last minute, very simple hunches! High tech combinations and high tech waxes may be great for some but most skiers can get away with a half dozen kick waxes.

Keeping all the above in mind,

sometimes combinations will do the trick when a plain purple or universal klister is slick or sticking. Be open-minded about trying just a little bit of this or that. Often kick waxing is like painting or cooking where little changes can make a big difference.

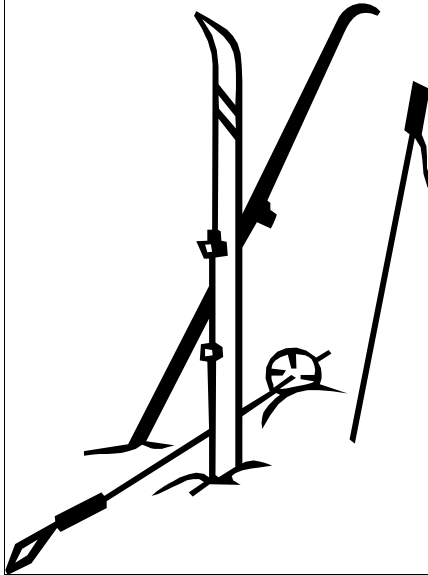
Tips for Cleaning Up

1. When applying klister, use only one thumb to help spread the original application. I've seen folks with cobwebs of klisters covering both hands, their car, their kids, etc.. Klister is a fantastic wax when used properly but treat it with respect!

2. To clean off any wax job your best tool is a 60-cent plastic paint spatula or a good clean klister paddle. Metal paint spatulas will work better but make sure you get some guidance from a professional before you ever touch a base with anything metal. Even so, be careful with plastic as well! Just scraping off everything you can will often be enough with kick waxes and will leave klister skis ready to transport. NEVER leave kick wax cleanings on tables or walls or even the edge of unbagged garbage cans. Kick wax, particularly klister, is ten times worse than gum to try to clean

off and you won't make friends by being a slob. Always use a rag or something you can throw away to clean your cleaning tools.

3. To do a real good job cleaning skis you'll want to pick up a citrus-based cleaner available at all ski shops and even most



bike shops. These newish cleaners are much easier on ski bases and your lungs than the old "gasoline"-type cleaners. Regardless, always use cleaning fluids sparingly. Use only with good fiberlene paper or paper towels and use only enough to clean a ski. Too much will give you a headache and possibly damage a base.

4. To clean your hands after applying klister or cleaning skis the best thing I've found is the automotive hand clean-

ers' available at auto supply stores. Just soap and water won't work with klister. You'll also find that putting your hands inside your gloves with the fingers slightly tacky from klister is a neat trick since the friction while skiing will scrape the skin clean and simply work the residue into the glove fibers.

Niel Barrett

Cold Hard Facts

Here are some of the physiological changes that happen in your body when it's exposed to the cold:

Frostbite literally is your tissue freezing. Ice crystals form between cells can cause the affected area to turn white and cold.

When your body's core temperature of 98.6 degrees lowers even just 3.6 degrees, you'll experience symptoms like lethargy, shivering, mental confusion and decreased motor function. When the body temp falls below 90 degrees, humans run the risk of heart failure. *Adapted from*

*Occupational
Health & Safety*

Ski Patroller Completes EMT Class

Ski Patroller **Jeanette Gilbert-Broward** completed her National Registry EMT class on December

21st. The patrol is fortunate to have another dedicated EMT as one of its members.

Christmas At Crater Lake

Christmas weekend started off with a day of intermittent light to medium snow, which continued all day while the Patrol filled in gaps in trail marking with poles on the Hemlock loop.

Saturday afternoon we headed out East Rim Drive to pace the Crater Peak Trailhead sign, and the snowfall began to increase in intensity. No one seemed to mind though because it seems all of us were so engrossed in the journey, camaraderie, changing light, peacefulness, and increasing size of the "white potato chip" size of the snowflakes as they floated and swirled around us.

After setting the sign, the three of us continued on to Vidae Falls to reset the Avalanche bypass sign before it "disappeared" under this latest cloak of white. As we approached Vida Falls, it was so still we could hear the musical whispers and splashes of Vidae Falls. The water appeared and disappeared through holes in the snow

on its journey down the mountainside, even as the cold of Mount Mazama slowly begins to "Shut off the waterfall" for the winter.

We paused for a moment before starting back to appreciate Nature's music, and the Spiritual feeling that defines Crater Lake. The trip back was slow, but beautiful.



Christmas eve morning, I had the Patrol house to myself, and as I sipped fresh brewed coffee and watched the rays of the sun slowly climb down the "freshly flocked" trees and light up the millions of Jewels left overnight by "Mother Nature", "Grandfather", or maybe Saint Nick...

I knew I had received an early Christmas present! One of those brilliant and perfect winter days at Crater Lake that cannot be put into words; only experienced....

And so it was.

Bill Bloom Ski Skills

Dan Miller will be teaching an all day ski skills clinic at Gold Lake Snow Park (near Willamette Pass-Hwy 58). The class will be taught on the trails near the snow park where Willamette Backcountry Ski Patrol patrols. There is all types of terrain. The date of the class is Saturday, January 27th. Bring all your own gear and lunch, too. Start time is 9 AM. This is just one of many classes that are being offered through WBSP and WPSP. Avalanche classes and Mountain Travel classes are scheduled also. Call Ken Coen 541-579-8472 for details.

Upcoming Class Reminders--

Jan. 16, 23, 28--Level 1 (Basic) Avalanche class, includes both in-town and field sessions. If you're interested, contact Scott Robbins, 687-8167 or redbirds@prodigy.net.

Feb. 7, 14, 21, 24-25--Basic Mountain Travel & Rescue class, includes both in-town and field sessions. If you're interested, contact Scott Robbins, 687-8167 or redbirds@prodigy.net.

Ski Safe and Have Fun Massif

Tech Tips

I learned a new word last year. This new word was Slack Pack! I asked a particular patroller (no names will be used to protect the innocent and the guilty) what in the heck is a Slack Pack? So after a little demonstration between the two patrollers (all done in good fun) I found out what a *Slack Pack* was. OK already, what's a Slack Pack you're asking? Well, first of all let me say; (without pointing any fingers) that we have all been guilty at one time or another of having slack packs now and then (except Dan Miller and his **Mondo** 100 pound pack). It's 9:00 am and the patrollers for the weekend are gathering at the ranger station for that day's assignment. We get our assignment for the day and then head outside to load our packs and skis into the rig. One patroller is loading the packs and all of a sudden he picks up a pack that weighs 30 lbs. less than the others and then blurts out a comment like, where's your gear dude? Hence, *the Slack Pack!*

First of all, let me say as patrollers we all have individual needs along with different ideas of what we should be carrying in our patrol packs. No one will ever carry the same exact gear as the next. But we should also keep in mind that we are National Park Ski Patrollers and



are representing the National Park Service. So when we ski up to a medical scene in the backcountry we should without any doubt have the appropriate gear to at least start the initial treatment and make the patient comfortable. As the Boy Scouts say "Be prepared." We also need to keep in mind. When we leave the parking lot in the morning, there could be a chance that we could end up on a search or medical that will keep you out overnight. You should have the essentials in your pack that will get you

through the night. Maybe not a comfortable night, but a survivable one! And finally there is nothing worse than being the first on scene and you do not have the appropriate gear, you talk about embarrassment! I've been there and learned from it! So with this in mind, below is a list of suggested gear that we should all have in our patrol packs. I have broken it down into 3 sections. The first section is the gear that we all should have in our packs at all times. The second section I call is the "Would be nice" section. Gear to help make your or patients night out a little more pleasant, but optional. And the third section is gear that is totally up to you and is completely optional. Depending on what you like to have with you and how heavy of a pack that you want to carry.

Section One Essential Gear

1. Sturdy Pack
2. Parka/pants
3. Insulate pad (Large enough to keep your torso off the snow)
4. Snow Shovel
5. First aid kit (with the essentials to stop heavy bleeding in the field)
6. Headlamp
7. Down or synthetic filled vest or jacket (for added insulation for night out or patient)
8. Extra hat, mittens (a replacement for the one that blows off into the rim or for patient)
9. Spare socks
10. Extra food (power bars, dried fruit, anything that you can throw into bottom of pack for another season and forget about it)
11. Water
12. Lightweight nylon tarp (anything that will get you or patient out of weather)

Personal items

1. (Sunglasses, sun screen, lip balm, ten essentials, etc.)
2. Some type of fire starting kit (paraffin soaked cardboard, lighter fluid, etc)
3. Radio & spare battery (at least one between the party)
4. Avalanche *transceiver*

Section Two
Would be nice

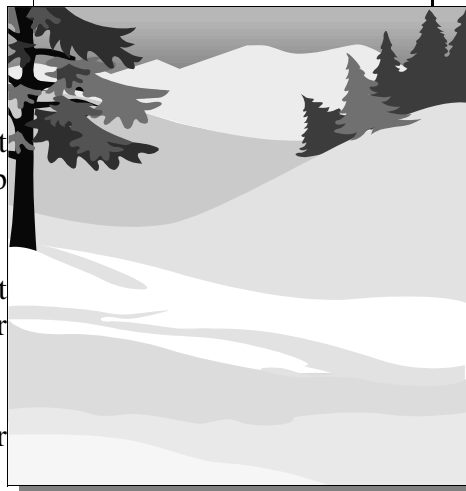
1. Small lightweight stove and small 1 cup pot to melt water
2. Bivy sack
3. Small lightweight sleeping bag (one or two pounder)
4. Goggles
5. Lightweight down or synthetic filled pants.
6. More food
7. More clothes
8. Heat Packs
9. Candles
10. Rubber utility gloves (great for digging snow caves & keeping main gloves dry)

Section Three
Optional items

1. Stethoscope
2. Blood pressure cuff
3. Sager splint
4. Air splints
5. Equipment repair kit (binding screws, wire duct tape, etc.)
6. Glow sticks (to mark location at night)

7. Flagging-
8. A-mid/tent
9. More food
10. More clothing

This is the list that I have been using for years. I don't always carry everything on the list, but I always have the essentials and a few of the "would be nice" items in my pack at all times. Like I said before



everyone has different needs and no two packs will be outfitted the same. If you see something on the list that should be there and is not, please let me know so I can update it. So anyway, when you get some spare time this summer spend some time buffing out your gear for next season. Because, if you stay in this line of work. Sooner or later (it might only happen once), but someday, somewhere, you're going to be the first on scene and;

Ya gonna be Da Man, and Ya gonna need Da gear!

Randy Benham

Rim Ski?

Rim Ski being planned for Spring 20001. We will probably be doing this 33 mile trip in 3 days and are looking for a group of 2-7 people to accompany a park ranger on this exciting adventure. If you are interested let John Broward know when the best time for you is. John will organize at least one trip with him and coordinate any other groups that are willing to have the time of their life!

Forest Service Top 17 Compliant List

This list is circulating among Forest Service employees. These are actual comments left last year on Forest Service registration sheets and comment cards by backpackers completing wilderness camping trips:

1. "A small deer came into my camp and stole my bag of pickles. Is there a way I can get reimbursed? Please call.
2. " "Escalators would help on steep uphill sections.
3. "Instead of a permit system or regulations, the Forest Service

needs to reduce world-wide population growth to limit the number of visitors to wilderness."

4. "Trails need to be wider so people can walk while holding hands."
5. "Ban walking sticks in wilderness. Hikers that use walking sticks are more likely to chase animals."
6. "All the mile markers are missing this year."
7. "Found a smoldering cigarette left by a horse."
8. "Trails need to be r e c o n - structured. Please avoid building trails that go uphill."
9. "Too many bugs and leeches and spiders and spider webs. Please spray the wilderness to rid the area of these pests."
10. "Please pave the trails so they can be plowed of snow in the winter."
11. "Chairlifts need to be in some places so that we can get to wonderful views without having to hike to them."
12. "The coyotes made too much noise last night and kept me awake. Please eradicate these annoying animals."
13. "Reflectors need to be placed on trees every 50 feet so people can

hike at night with flashlights."

14. "Need more signs to keep area pristine."
15. "A McDonald's would be nice at the trailhead."
16. "The places where trails do not exist are not well marked."
17. "Too many rocks in the mountains."

of (and hoped to never see again).

So, here are some reminders for those of you who might be in the same ski as me.

1.) Stop, if you haven't already, and tighten-up those ski straps -- so tight that you can barely get your gloved hand through them. Remember, you push on the strap, much more than the grip. Also, you get more 'bang for your buck' by continuing to push off with your hand extending well behind you.

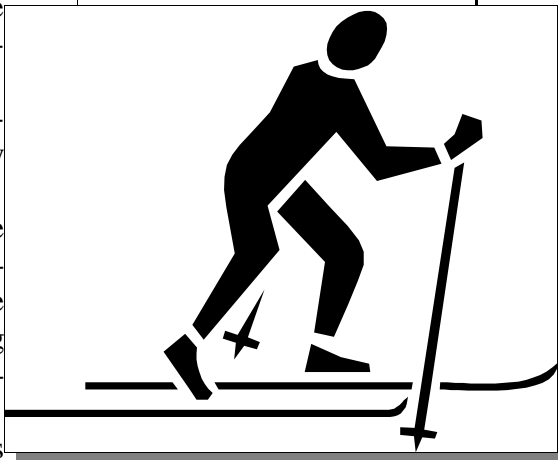
2.) Get your body out over your feet. You can tell if your doing this by noticing where you feel the pressure in the feet. If you feel more weight on the heels, sorry, it should be in the balls of your feet. How do you do that? Ans.: Press the hips forward, as if you were being pushed up the trail by your chest and hips.

3.) Pole plant is last but not least. As the gliding foot is coming forward, just before you are about to set your weight on it, make your next pole plant. This may take a lot of practice. Try speeding-up the timing of the arms a bit, but not your leg stride. Beat your feet to the punch!.

That's all for now. The next time you hit the trail, say to yourself, 'Today I'm *not* going to ski the same old way as I usually do.' Excellence comes, by discarding the things that don't work, for those that work better, one at a time, little by little

Happy Ski Trails

John Bellon



Tighten Up Those Straps!

No sooner than my first time out on the trail, I found those old ski habits back at work. *Not* the newly refreshed ones from our ski skills lessons, but the ones I thought I had gotten rid

**WOULD YOU LIKE TO WRITE
A ARTICLE FOR THE NEXT
CALDERA CHRONICLES?**

Submit articles to: **John Broward** at
Crater Lake National Park
Crater Lake, OR 9604-0007

Or Email John Broward at
John_Broward@nps.gov

Or “Email” the editor:
Niel Barrett

wheels@internetcds.com

Send all email articles in **Word** format, or cut and past
your article into the email body you send”.



REMEMBER TO ALWAYS :



Ski Safely and Have Fun!



Return
Address

Forwarding
Address