



Caldera Chronicles



Year 24 Volume 1

Winter 2007

Winter, 2007, Still Learning...

Snow, Friends,
Kinetic Energy

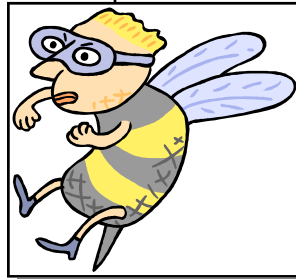
Eyes and Ears,
Muscle and
Motion, we are
to the Park
what worker
bees are to
the hive. We
are to ski.
We are to open
and maintain
ski trails.
We are to in-
teract with
visitors. We
are to help
with any res-
cue effort,
however small
or large and
support each
other at a
level that we
each feel com-
fortable.

The Crater
Lake Ski Pa-
trol is a
group of dedi-
cated outdoor
enthusiasts
that love win-
ter activity.
We also enjoy

being together
at work and
relaxing
around a din-
ner table com-
plete with all
the obtuse
dishes and
varied person-
alities we
each to bring.
We enjoy
training
opportuni-
ties. We
work at
being bet-
ter commu-
nicators.
We watch
out for
each other.

The latest
CLSP news is
that the Park
has been THE
PLACE TO SKI.
Ok, in Decem-
ber it was a
little
cold...,but good
snow, Dutton
Creek was
great. In
January it
didn't

snow...but it was
winter and spring
in one month. Back
home, Ed, Pete, and
I have put together
a list of materials
to purchase with
our volunteer sti-
pend pool of money
made available by
the Park and do-
nated again by us.



These ma-
terials
will in-
clude ice
cleats for
our boots
on paved
areas, new
patches
for hats and jack-
ets, ski waxing and
maintenance materi-
als, a rescue
first-aid pack, and
other materials.

In February Niel
and I will traveled
to the Friends of
Crater Lake Board
meeting in Medford
and discussed the
CLSP connections to
the FOCL including
both financial con-

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nections and support opportunities. We requested their support for new spring parkas, trail marking gear and other important materials specific to the Patrol. The meeting was February 9th.

Think about it, we love snow. But what is it? Do you know that snow does not come from water...that would be ice. Snow actually is the solid that comes from water vapor (a gas) directly forming the solid, snow. That is called deposition and it is the opposite of sublimation, what 'dry ice' does as it 'disappears'. If you would like to see photographs of all types of snow flakes check out 'Snowflake Bentley, The Snowflake Man' on the Web at, <http://snowflakebentley.com/>.

I look forward to hearing, skiing, and being with you in the future. One thing is for sure, we will enjoy the rest of the winter and spring skiing season...

John Salinas

Where the Rubber Meets the Trail!

The weekend: New Year' Eve and Day—automatically the allusion elicits thoughts of merriment, and abandonment of all usual responsibility. In part, that scenario rang true during the evening hours, when traditionally many citizens of this world celebrate the ringing in of another year, and hopes for health and prosperity of various definitions.

At Crater Lake though, even the Eve's celebration required forethought and hard work by a few, in order to prepare for the following hours of magnificent firelight and warmth, where attendees found a central gathering

place to share good company, and each in turn, professed publicly what they would resolve to do differently in the year of our Lord, 2007.

That weekend, I must admit, turned-out to be somewhat of a surprise, due to the anticipation of what I thought would comprise little more than a *Ski Safe, Have Fun* patrol stint. What I did have the honor of experiencing, though, was a group of people not merely seeking to find individual pleasure for themselves, but rather, self-sacrificing devotion to serve visitors and fellow patrollers instead.

They say actions speak louder than words... well here is a portion of what I heard spoken that weekend: Upon arrival at the rim mid-Sunday afternoon to ski (this not being one of my



scheduled patrol weekends), I found the Bishop family and Beth Oehler finalizing a substantial excavation of snow steps, of which was helping the throngs of visitors safely reach the Rim for a view of the lake. Also, the patrollers were generously offering friendly visitor contacts and assisting folks with an understanding of this destination and its multi-faceted wonders. Earlier they and others set tracks around the Hemlock Trail, to provide ready access for cross-country skiers.

Erik Bishop greeted me upon arrival, and changing his plans midway, immediately offered to take me skiing out West Rim for the remainder of the afternoon, where we enjoyed pressing each other onward to *The Corral*s and back, despite frequent considerations of a shorter and easier endeavor. I

discovered that earlier that week, Niel Barrett had single-handedly dug a waist-high drift from the Patrol quarters entrance, allowing followers convenient passage upon arrival. The day before, all in attendance rallied to break-out the Pumice Flats to South PCT at Hwy. 62 trail—four skiers going one direction and four going the other—to create a beautiful trail joyfully exploited by Pete Reinhardt and myself later the following day.

Monday fared much the same, with a bold plan by Erik Bishop, Ken Coen and the Buktenicas' to install a cordon line across the area of the Rim where visitors frequently encroach unwittingly close to a perilous edge. The objective was to augment with a very real boundary, posi-

tioned further back from the edge, so as to not place sole reliance on signage, thus helping to ensure that the compelled viewer remain safely back from potential destruction (this barrier has worked very effectively ever since, by the way).

While part of the Bishop Clan lead the charge at the Rim, Sharla and Hayley took on the unspeakable. While everyone else on the Patrol, from the beginning of the season on, have feigned even the thought of attacking the profuse amounts of mouse excrement and other filthiness in Patrol quarters 87A, they dove in elbow deep and essentially "totaled" the house. (Does that sound like something most folks would do on New Year' Day? [nasty!])

If you've read along this far I think you, too, clearly see (or hear) those actions of dedicated fellow patrollers, who truly care about people just as much as having an enjoyable time while at Crater Lake, so I'll conclude here (There are additional examples I could illustrate from this season, but this is a newsletter, not a documentary).

Since I have probably missed someone who pro-

duced benefit to all in the line of duty on that weekend, I encourage you to familiarize yourself with the patrollers and Ranger staff then in attendance, and at next chance ask them what other likely un-noticed sacrifices occurred on just that weekend alone, so you too may personally receive first-hand inspiration by those who help make up our band of dedicated people called: *The Crater Lake Ski Patrol*.

Happy Trails,

John Bellon

Thanks for the Hard Work

Thanks Ranger Ed for setting-up a full-blown avalanche course and scenario for our weekends earlier this season, not to mention helping to keep the weekend patrols focused and organized...and Ranger Jeff, for stepping-up during Ed's absence to put together the rescue ropes and rigging training on Ed's Absents from the park.

*You guys are the
bomb-diggity!*

Welcome

The Crater Lake Ski Patrol is no stranger to change and transition. This year the patrol welcomes many new faces to our ski patrol family. We would like to welcome our new ski patrol coordinator, Ed Delmolino. Ed has been a great addition to our patrol. Ed brings with him an arsenal of great skills and talents. He is an avid lover of the backcountry and can downhill ski like an Olympic champion. I believe he would even give Marklan a run for his money, twisting turns down Garfield. I first met Ed last summer during our rope training clinic. During that clinic, Ed demonstrated an assortment of technical rescue skills with great proficiency and skill. During the past few winters the patrol has lacked that important interplay from our ski

patrol coordinators when it comes to our weekend trainings. A very vital part of a patroller's maturation process is the hands on learning experience that takes place during their weekends on patrol. This year, I have been very excited to see the renewed sprit of cooperation from our ski patrol coordinator, weekend leaders and new patrol trainer.

This year a number of other changes have taken place within the hierarchy of the patrol counsel. A new patrol director, John Salinas, a new training officer, Chris Wayne, a new Secretary, Kathleen Salinas, as well, a has a new trails council member, Barbara Hansen, have all taken their new positions. Also, we welcome all our new can-

didates to the fold. As a result of all these new changes and faces, the patrol begins a new journey into the future.

The future of the patrol is somewhat uncertain. Nobody knows who will be the patrols coordinator, or patrol council members from one year to the next. One thing is certain, the patrols leadership, council and its members need to actively participate in its future. In order to grow and take bigger steps, the patrol needs everyone within the organization to pitch in and lend a hand. Everyone has special skills and talents to offer. Have you done your part to help the patrol grow? I encourage you to help one of your new council members, help out on a special project, or write an article for the newsletter. Your participant is what makes our patrol special.

The Pros and Con's of Classical Ski's Versus XC Downhill Ski's

As the evolution of cross country skiing gear has developed over the years, the paradigm has shifted from ski manufactures constructing XC skis that are more for downhill skiing that previous old school classical cross country skis of yester year.

The modern evolution of cross-country skis has resulted in several key features which make telemark ski touring easier, and which have opened up steeper terrain to the average telemark ski tourer. The evolution of the " *Modern Cross County Ski*" first started when manufactures started using fiberglass in there construction, thus making skis with plastic bases and eliminating the need for pine tarring your skis. Over the next several decades ski manufactures refocused and retooled there factories, chang-

ing the classical ski characteristics. The once high performance double-cambered ski that allowed a skier to easily kick and glide has been changed and transformed into single or ½ camber designs to gain better control in the downhill. The pro to this change is that now skiers have better control in the downhill than every before, but lose the high performance of the old school classical skis double cambered design had in the tracks. Skiers now have to use more energy and have less performance kicking and gliding, but gain more control in downhill situations. Touring skis are now available with greater widths, shorter lengths, and more sidecut (the difference in width between the tip/tail areas and the binding area). All of these features enhance the turning performance of the skis, especially in more tricky snow conditions.

My first pair of XC skis were made of wood, and had pine tar bases that helped in two ways. The pine tar helped to preserve the skis from damage from the snow and helped to adhere the kick

wax to the ski. Now, more than 85% of all XC skis made are of NO-WAX design. Truly functional "no-wax" skis bases are now widespread throughout the ski industry and are the preferred choice by most skiers. No-wax bases have a raised pattern in the "wax-pocket" area of the plastic base which permits the skier to obtain grip (or purchase) on the snow for flats and ascents, but also they get *reasonable glide* no matter what cambered design you have. Nevertheless, the more camber a ski has the more glide, the less camber the less glide. No-Wax skis have eliminated the need for the assortment of waxes traditionally required to get grip on all of the different types of snow one encounters in the backcountry at Crater Lake, along with the mess of the softer waxes. In when I first started to ski, you almost need to know a waxing witch doctor to advise you on the wax of the day. However, over the years, just like skis, kick waxes have evolved and are much more easily to use and applied in all conditions. The new kick waxes temperature ranges are broader than yesterday versions which covered a smaller temperature

spectrum. With the advent of extra's and specials varieties of red wax's, the once warm weather new snow conditions that are seen frequently at Crater Lake, are much easier to wax for, because these waxes cover a larger range. But still can be challenging due to the range of temperatures of snow at any given time due to sun exposure and terrain. In colder conditions the wax will vary less and are earlier to wax for. There is no substitute for waxing skis in the colder condition because one uses less energy and gets more glide from waxable skis versus a no-wax skis.

Although, it may be very expensive to have an arsenal of different skis and boots for the many different conditions and terrains you will encounter on the rim. It is best to have a variety of skis in your quiver. The skis and boots you pick

to use for the day should depend on what type of terrain and snow conditions you are skiing, as well as, the destination of travel. Although, I have skied the entire rim with both my double cambered and $\frac{1}{2}$ cambered skis. I can truly state that I used a lot less energy pushing my doubled cambers skis.

So, next fall when you get a chance to go to your local ski swap. Look around and see what they have to offer, possible you may want to purchase used ski gear to add to your quiver. You just maybe very surprised in how much easier it is to get kick and glide with a pair of doubled camber waxing skis or no-wax with light ski boots and bindings, or fly down the hill on a pair of fat skis with a good stiff plastic boot.

"Those" Blue Diamonds

Well having set track and skied the Dutton Trail from the rim to Annie Springs trailhead, in beautiful weather with several other patrollers, we were all pleased with our ability to follow the trail using the blue diamonds that were added to the trail last winter. Everyone's comments were how less stressful it was to be able to see the next arrow without creating a bunch of Cul-de-sacs tracks looking for the next arrow on the trail. Having completed that most exciting downhill run part of Dutton and the heart stimulating climb out to the trailhead, we all felt pretty confident about the next days skiing.

So the next morning we noticed that Vida Falls Avalanche bypass hadn't been skied

recently according to the wall chart at our patrol's cubical at Canfield Ranger Station. The sky was a beautiful blue and the first hill climb wasn't too bad, but that Vida Falls bypass was another story. It all started out rather innocently with a nice ski down following the "Those Blue Diamonds". Then the fun began, on the bypass. Where the trail takes a rather sharp "Dog leg Left" the trail markers became hard to follow.

If you are sort of wondering where this story is going, it is going where no man should go. While trying to navigate the bypass we created a the number of cul-de-sacs while looking for the bypass trail. After awhile the area looked more like an aerial view of a southern California high density housing develop-

ment than a ski trail. It had its classical clover leafs, off ramps, but with the only exception that we where at Crater Lake that has lots of trees, hills and very deep snow.

We both kept muttering under our frequent breath (/%%\$"\$!?) or in more PC terms, I just might prefer to risk the avalanche shoot as long as you go first.

Skiing past the avalanche area on our return back to the SAR we compared notes to see if the bypass could be the next candidate for a trail marking "adventure" or maybe trail just needs to be rerouting. By doing so, it would make the bypass a lot less of a chore to ski during prime avalanche conditions when folks really need a safe path around prime avalanche zones on the East Rim.

*Anyway remember
"Ski safe and have fun"*

Whatever You Do... *DON'T LOOK DOWN!!!*

We've all heard someone say as you, or another, negotiated a precarious maneuver from a dangerous height: "Don't look down!" Good advice, right—since we tend to dwell where our focus lies.

A similar situation occurs while descending a pitch on a mountain bike (or downhill skis) and encountering a tree, boulder or a drop-off, at the next sharp turn. If we look primarily at the obstacle, we tend to lock-on to it, thereby having to fight the mental tractor beam effect that seemingly draws us in, rather than conveniently and safely circumventing it. Conversely, when you look toward where you need to be, rather than at what's right in front of you, you end-up where you want to be, instead of where you *don't want* to be.

When setting tracks for others to follow, one finds themselves under a similar set of processes. If you stare downward at the snow just ahead of your ski tips, as though there were some bit of

challenge that could adversely affect your travel, you will wander about, off-course, having to make frequent adjustments to regain a straight and steady track.

While skiing up East Rim Drive (or most other places for that matter), I frequently see the indelible results of those who must have been looking downward most of the time,



instead of intentionally gazing up ahead toward where they determined to go. The evidence is a wandering scribe in the snow: like a giant pinball, ricocheting side to side, to and fro, bounced along before us. While this deviation may simply add to the distance I or other skiers accumulate by the end of the day, it also ensures we will find a more tedious glide back down the micro switchbacks, adversely effecting

balance, speed and enjoyment on the return trip towards home.

There is a certain responsibility to others that each of us assumes, being the first to take to the blank parchment of snow. For other's sake, we must engrave tracks that not only provide the most efficient course, but also offer the opportunity to achieve the utmost in balance and ease, for herein lays the sought after sense of freedom and enjoyment experienced while *flying* on Nordic skis.

Here I will describe a few techniques that I practice in the endeavor to build the best track possible for my return trip and for the benefit of the others that follow. First off, my skies are kept about 5 to 6 inches apart, just like that of

the track-setting machine used at a Nordic center. This may seem unduly wide at first, but when you look back (and return) you'll see that it makes perfect sense. If set too close together, inevitably the two tracks tend to become narrower, or "v" in to a trough, rather than become wider, after more skiers have come along. Next, I force my gaze ahead about 20 feet or so to start. When I say gaze, I mean looking ahead a set distance but taking in everything within my field of view. It's a bit like in martial arts... you don't stare intensely at a fixed point but keep everything in focus at the same time.

To stay on a direct course, I pick a viewable target as far ahead as possible (this may be several hundred feet, more or less, depending on terrain and visibility), then proceed while

still gazing, though somewhat fixated upon the object, and: viola—a straight set of tracks appear behind me! The same holds true when the road curves: you just keep selecting newer alternate targets along the way while skiing throughout the turn. A series of perceived straight stretches with minor course adjustments might best describe this effect.

Seeing what's just ahead of your skis from time to time is certainly necessary of course—though most of what you find was already seen moments before—therefore, look close ahead then farther ahead, alternately, with a kind of intermittent sweeping motion of the eyes. In that way you feel more assured that no snow snakes will reach out to grab you, plus a

direct, well-laid course is maintained at the same time. Try hard to keep your gaze well ahead more and more of the time though. (As a side note, looking well ahead while skiing in existing tracks—made by you or otherwise—is a key to achieving balance and consequent glide speed.)

Remember, you're drawn to where you're focusing: right in front of you, wandering at a sluggish pace and bobbing back and forth, or seeing well ahead, taking-in the entire view, being drawn beyond yourself into striding freedom—it's your choice.

What I have posed to you takes continual practice and diligence, but I know you can do it since I have; so thanks, in advance, for setting great cross-country ski tracks, not only for others, but for yourself as well.

P.S. Remember, Whatever you do...

DON'T LOOK DOWN!!!

Happier Trails,

John Bellon

Trail Marking Goals for 2007

Our two main goals for trail marking this year are: (1) Lightning Springs to PCT and PCT out to Highway 62, and (2) South PCT from Highway 62 to Pumice Flats jct. Details on the plan follow.

Andy and I did an overnight over the MLK weekend. It proved to be quite successful, as well as fun. Andy (alias MacGyver) brought his GPS and tracked the entire Lightning Springs Trail to PCT, and out PCT to Highway 62. Ranger Pete skied down on Monday and met us at Dutton Creek, which as some of you know has been barely crossable. I use the past tense because on arriving there Niel, Robert and Tim met us on the other side of Dutton and Niel began immediately to build a snow bridge. With the help of Pete and others, it was completed in no time at all. So there should be no further problems this year in crossing Dutton Creek? There is a plan in the works to mark Lightning Springs to PCT and out PCT to Highway 62 this summer. The current plan includes

a 3-4 day project with overnight camping along the PCT and putting up blue diamonds during the day.

The weekend of March 3-4 we plan to mark south on the PCT from Highway 62. We're also planning another overnight campout to take place on Saturday night on the PCT somewhere with a view of Union Peak. This is the full moon weekend so it should be spectacular. Everyone is welcome, even if you are not signed up for this weekend -- we can use all the help we can get. Even if you don't camp out your help in marking trail that weekend is greatly needed.

*Happy
Skiing,*

*Barb
Hansen*

Aloha Ski Patrol

I just wanted to give you a quick hello from Jeanette, Fiona and I from sunny Hawaii.

It has been a good year for us. The big news was the arrival of the new member of the family. Our daughter was born March 25th 2006 and our lives are now completely different. Fiona brings us so much joy and happiness and she is getting cuter every day!

As of this note we do not have any snow on Mauna Kea. Some of you might remember me sending you a Hawaii ski report a couple of years ago. I was hoping to get some turns in this year, but I guess I will just have to settle for diving, kayaking and bogie boarding. Jeanette decided to quit her job

in November as a firefighter here in the park. We felt that it was better to have her taking care of the baby on a day to day basis. She was such a professional in her job and was well respected within the firefighting community. However, we both think she made the right decision.

We still love being here in Hawaii, though we do miss Oregon, Crater Lake and of course the Patrol. We look forward to teaching Fiona to ski someday and we hope she will have a chance to Ski Safely and Have Fun with some of you from the Crater Lake Ski Patrol!

*Aloha,
a hui hou*

John Broward
Ski Patrol
Coordinator
1995-2001

Winter in Mexico

Well, I missed all the snow this year due to leaving Oregon in January to travel in Mexico. Even in the southern region of Mexico, not far from the beaches is a volcano, Nevado de Colima (13,000 feet) and thereon its flanks, I did find Mexican children boogie boarding across patches of snow, stopping before just hitting the jagged lava rock. Crater Lake Wilderness First Aid came in handy when a woman literally collapsed at my feet from the altitude. My husband Dan and I were not able to persuade her to get a ride down the mountain (she had a baby in the car, and the keys to the car) as she needed to wait for the rest of her party. We did get her into her car, gave her a coke for her nausea, stayed with her for an hour until we were sure she was ok, and then found her fam-

ily on the mountain.

On the Michoacan and Coliima coasts there are beautiful and tranquil beaches and others with large waves and very strong currents. In Cuyutlan, a middle age couple from Washington State, both in reasonable shape, swam out past the breakers. The man was tiring rapidly as he tried to reach his wife. Luckily, a local gringo and surfer rescued him with a boogie board. The woman continued to swim what looked like laps, back and forth in the surf. Finally she made it to the beach where with the help of several locals and a Mexican Dr. on vacation, we pulled her from the surf. After assessing her (barely conscious, but breathing) we placed her in a rescue position in case she vomited the salt water she had swallowed. We did the ABC's, took a quick medical history, and realized her breathing difficulties were asthma (and stress) related. A local arranged for an ambulance which took her to the nearest hospital. Later, we all celebrated the happy outcome with a bottle of tequila. So thanks to everyone who helps train us at Crater for emergencies. This training is valuable and can save a life.

Ellen Rubenson

Upcoming Events:

Trail Marking on South PCT Trail

- March 3 & 4 overnigher on PCT near Union Peak
- March 17 & 18
- March 24 & 25

Caldera Chronicles articles due date

- March 30th

Spring Break – Rim Trip

- March 26 & 30
- Contact Andy

End of the season council meeting & Patrol Party

- April 21

Patrol House Cleanup

- April 22



Happy Ski Trails

