



# OLYMPIC MOUNTAIN RESCUE NEWSLETTER

A volunteer organization dedicated to saving lives through rescue and mountain safety education  
July 2004

## Meeting

Next meeting : July 13th, Swift water awareness, Andy Graham

## Missions

No missions occurred in June.

## Man's best friend

At our June meeting Margaret Brownell and her partner Bella gave a very informative lecture on search dogs. For those of you who did not make it to the meeting last month, I am including the handout (later in the newsletter) that Margaret brought with her to the meeting. I encourage all to read it. As it contains some very good information.



Hiking up to La Crosse Pass

## Training

Upcoming : July 17th, Working with dogs This training will provide an excellent opportunity to work with search dogs in the field. If you have the chance, this a good way to learn about how to work around search dogs and what not to do when around them. If you are intertested in this training come to the meeting on July 13th or contact Andy Graham at 360-275-9111.

There will be no training in August.

## Do you see what I see

We all see things differently. It is in our nature. What one also needs to remember is that what we perceive ourselves to be putting out may not be what is received by those we are communicating with. While this may not seem to be a big deal, the consequences can be over whelming. Take for example, the body recovery we had back in December. It took us all day to retrieve the person who had the accident. By the time we reached the trailhead we all were very tired. For some of us, part of our safety mechanism is to joke around and make light of the incident or focus on something other than the deceased. People can see this as uncaring or unfeeling.

A person that I know told me once that regardless of what you meant, the person receiving your message is always right. It took me a while to see what he meant by this statement. Perception is everything to us. We all will act on what we see and hear. Since we all do not see things the same, there will be errors in the communications. While your mouth may say one thing, your body language may be saying something entirely different. The morale of this story - pay attention to what your mouth and body are saying, it may not be the same thing.

## Summer Hikes and Climbs

Well, summer is definitely upon us now. Like many of you I have been out already climbing and hiking. The guide book committee is still asking for any new descriptions of the routes going up the various peaks in the Olympics. If you are going climbing, you are requested to contact any of the committee members in order to see if they need an updated route description for the peak you are attempting. If nothing else they may have a better description for you. Also, if you are planning a climb and would like to have some OMR people join you, let John Stieber know and he will put a note in the newsletter. If you have already done a climb, write an article and he will put in the newsletter, including any pictures you may want to include.

### To the Top

Recently, Shawn Herndon, Paula Engborg and I partook in a climb up Mount Rainier. As many of you know our original plan was to stay on the summit for two nights. As with the best laid plans of mice and men, this was not to be. When Shawn became sick a few days before our climb, it forced us to push back our departure. As it was we started one day later than planned. The weather was very nice for our first days climb. Our strong start soon became a slow trudge as Shawn's depleted energy reserves began to show. We finally made it to Camp Muir in the late afternoon. After some discussion, we decided that we would take the next day to rest up and that we would head for the summit on our second night.

Our second day was spent talking with the climbing rangers and with the RMI guides, with a liberal amount of dozing in preparation for the that evening. During one of our waking moments, there were these small birds that would come up to us begging for food. As the picture shows, they had no fear of us. Just for the record, I had a reason which the bird did not even glance at twice. Through out the day, RMI groups were coming down talking of very high winds and cold temperatures. Many of

## Retired, but Not Forgotten

On April 26th, Steve Leslie, Margaret Brownell, Roger Beckett and Greg Barron attended a retirement party for Steve Chaffe. Steve served for 19 years at Olympic National Park and an additional 14 years at other parks and in the navy. Steve will be perusing a second career as a personal trainer. He has also retired from Olympic Mountain Rescue, after serving for 19 years. Steve will be greatly missed by ONP and OMR.



the groups were turning around, not making the summit.

We woke at 10:30 that evening to prepare for the climb. While we had all been on the mountain before, none of us had climbed it in the dark. Taking the Disappointment Cleaver route, it soon became a new experience for all of us. This year's route on the DC zig-zagged back and forth across the cleaver. Coupled with the lack of snow and the loose talus and rock, the trail was exceedingly hard to follow. About half way up the cleaver, Paula's headlamp began to die, bringing up concerns on whether we would make it to the summit. Above the cleaver, the wind started to pick up dropping the wind chill even further. At approximately 13,000 feet, the cold began to tell on Paula's feet. We were forced to make a decision on whether to make a long retreat down to Muir or continue on to the summit and the relative shelter of the crater. The decision was made to continue on. We made the crater about an hour after sunrise. By this time,

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## At the Top

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Paula had some serious concerns on her ability to get back down. With her feet so cold she could not feel them, Shawn and I warmed her feet on our stomachs. Within 15 minutes, her feet began to warm enough for her to get the feeling back. We used our small shelter from the wind to eat a snack and take in some water. With this and the sun's help we all began to feel warmer. While I stayed with Paula, Shawn made a quick trip up to the summit crest. Shortly after we began our decent from the summit. As we descended, we all started feeling much warmer. By the time we reached the Cleaver, the wind had stopped and the temperatures had risen enough to warrant removing a layer or two of clothing. An hour and a half later we found ourselves arriving at Camp Muir. With a short rest and some melting of snow, we were ready to head



Rainier summit crater from the top

down on the final leg of our trip. Uneventfully, we made it down to Paradise by 1700. Though successful, there mixed feelings in our group about the climb. Ranging from traumatic to elated. For myself, I still have yet to find the lake grotto in the west crater. But that . . . is another story.

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## ONP Helo Training

By Shawn Herdon

This year the S-271 Interagency Helicopter Training took place at the Olympic Natural Resource Center located on the outskirts of Forks. The class was three times it's normal size due to the parks dwindling funds yet Larry Nickey rose to the challenge and none of the course material or any questions went unattended. Half of the class were fire fighters, the other half parks personel from various places. With the exception of a couple of USFS and myself representing OMR. Much of the first two days were in class Power Point presentation on: Safety in and around helicopters, loading and unloading, load calculations, types of ships and their capabilities, site selection for and setting up helispots, helibase and heliports plus a mini Haz.Mat. course. Also a barage of statistical and managerial garbeldie-goop pertaining to fire fighting and some evacuation. All this and more can be reviewed in the current IHog, now in the unit library.

The third day we assembled at the Quillayute Airfield and spent the day with Hover Hook-ups and Vectoring, Long Line and Sling work. Mike Danisiewicz, also pitched in with some mock heliport set ups in the old hanger. Some of us that hadn't previously flown in a helicopter were rewarded this day. Many commented on the ocean view from the jet ranger although I must admit I was too fasinated by the terrain variations and route finding capabilities of the bird's-eye-view.

The fourth day was back to class with Heavy Lift Operations and Medivac/Sar/Crash Rescue. Questions and answers and a couple tests.

Much of this training was geared toward helibase management for fire seasons. However, there are a few vitals that pertain to us rescue personel:

1. Safety around these running ships cannot be

## Helo Training

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stressed enough. Always wait to be escorted by a crew member or have direct approval from the pilot before approaching. "Batton down the hatches" make sure nothing on yourself or pack is loose enough to be swept into the rotors. Rotorwash is quite entertaing, especially on the big ships.

2. Try weighing many of your gear items individually so you can have a fairly good idea of your total weight (you will be asked) crew members will need to take stock of all weights for the load calculations. We partook in the annual weight experiment which involved picking up and guessing the weight of many items, then adding all this up in our head. You would be surprised how incredibly far off most of us were. You will also be questioned about any Haz.Mat. items. This is important. Some pilots will not allow pepper or bear repellent inside the ship or will require it to be stored in a certain manner. Also, any Sig. fuel bottles, flairs or fire starters and even batteries are considered hazardous materials and must be reported to the pilot.

3. Fire retardant clothing- well what can I say! When I mentioned to Larry that modern mountain climbers are combustable by nature, he suggested that we stay on the ground or wear

our flight suites- leather gloves, all cotton or wool blend underwear, all leather boots and flight helment. These are the requierments. We do have flight suites in the truck and a couple of helments. Most of us should have leather gloves for ropework, the rest, well who knows how strict they will be at any given situation.

4. This I found very important. Someone is required to brief you upon entry of the ship, in that briefing they will point out many items including fire extinguisers, first aid, PFE (if traveling over water) battery and fuel shut-off switches and other items of special merit. The fuel and battery shut off is on the top of my list to remember- if the ship comes down hard (and they do) it is imparative that the fuel and battery gets shut down if the pilot cannot do it you must.

A final note... It seems there are a few ships out there equiped with a modern Russian Roulett device called drop stops. These drop stops force the helicopter to slow down faster by dropping the rotors in the front of the craft at a given speed. As we do not know when exactly this takes place. Do not approach these ships when idleling to a stop: The Lama, The Allowett II, and Allowett III.

There is much more information in the volumns I left in our library. The current IHog, The Iner-agency Aviation Transport of Hazardous Material, Basic Aviation Safety and Aircraft Identification Guide.

Happy helichoptering,  
Shawn



## The Violet Connection

May 31, 2004

When the Guide Book Committee went to work this time I thought that most of the good stuff probably had been dug into and given at least a good committee airing out. As things come to light this time there are some new twists about peak names, who did what when etc.

A few weeks ago Jim Groh sent me a photo of the first ascent party of Seattle Mountaineers on the summit of Mt Olympus ( West Peak, 1907). We had some discussion in various references that there were 10 or 11 in the first climbing party. The photo shows 10 but of course someone had to take the photo! In studying this photo I noted a climber by the name of J B Flett. Brushing the cobwebs aside I recalled seeing and reading about the Flett Violet...or as some call it the Olympic violet, as its only found in the Olympic mountains. The easy place to see these violets is on Route 1, Mt Washington near the top of the chute.

It was pretty easy to find that Prof. John B Flett was a teacher in the Tacoma school system at the time and for some years after 1907. From a Mt Rainier newsletter in the 30's the following was written:

Mr. J. B. Flett, teacher of botany and geology in the Tacoma public schools, had been engaged as park ranger in 1913. While he contributed to a better understanding of the flora of the region by his extensive collections in this phase of science, culminating in his publication "Flora of Mt. Rainier National Park" which was published by the government printing office, the nature of his duties were such that it was not possible for him to enlarge this field to the extent of interpretation of the area's natural features.

Flett held this job until 1924 when he resigned.

Still seeking the violet connection I joined up with the website of the American Violet Society and posted to the question and answer board.

It wasn't long before I got a good answer:



"Viola flettii was named by Piper in 1898 "in honour of Mr. J. B. Flett, an able botanist of the Northwest, who was the first to collect it." Flett collected that first specimen in July 1897 from near the timberline near Mount Constance, in the Olympic Mountains.

The info comes from Viola Brainerd Baird's book "Wild Violets of North America", 1942." One thing leads to another when you dig around on the web. Following in the footsteps of Flett in Rainier NP along came Charles Landes:

In 1920 Mr. Charles Landes, teacher in the Seattle schools, was engaged on a temporary basis for summer work (Mt Rainier Nat Park: as a Ranger-Naturalist...don't teachers still do this summer work thing?) in this line and began laying additional stones in the foundation of an adequate educational plan.

Landes was employed in the Park for some years.

Some info on others in the first ascent group:

Prof. Henry Landes was a geology prof at the University of Washington. One reference notes him as a "Doctor" (I would suppose that would be a Ph.D.) and as the State Geologist. This gets abit off the climbing topic but Mrs. Landes was elected (1926) the first and only female mayor of Seattle.

I didn't see off hand a connection between Henry and Charles but it seems likely right?

W. Montelius Price. You have to wonder what

his first name was if he preferred to go by Montelius!! WMP owned a Seattle company: The Price Co. Of note here is that he was in the first ascent party on Mt Shuksan in August 1908.

Miss Anna Hubert...do you suppose there is a connection here to the Hubert Glacier? There were few women climbers in this era and so it's probably noteworthy that a female was in the summit team. Maybe even noteworthy enough to name a glacier after her.

As a side note there were 63 Mountaineers that paid \$40 each to go on this first big expedition into the Olympics. That was a healthy sum in 1907 bucks.

Of the others, I don't have much info, but I am sure its somewhere on the web or more likely buried in written history records someplace waiting to be re-found. Not everything is on the net....yet.

Having satisfied my interest in the "violet connection" and learning some interesting things about local climbers I can put this to rest for now and get back to working on my section of the guide book.

Roger Beckett



*Members of The Mountaineers atop the West Peak of Mount Olympus on the occasion of the first ascent on August 13, 1907. Seated left to right: Anna Hubert, Charles E. Weaver, Henry Landes, Andrew W. Archer, and Earl E. Richards. Standing left to right: Lorenz A. Nelson, W. Montelius Price, John B. Flett, Frank H. Plumb, and Charles Landes. (Photo by Theodore C. Frye, Reproduced from *The Mountaineer* 1, 3 [September 1907])*

## Can't Stay Warm?

Everyone knows the importance of staying warm. Too hot or too cold and we humans don't work so well. We start to act funny and then cease to function at all. One of the big things we have to deal with is hypothermia. Cold is one of our primary enemies when in the wilderness. The wierd thing is that it is also the easiest to combat. We all know to dress in layers, which create pockets of dead air to retain heat close to the body and to stay dry. However, one thing often overlooked is eating and drinking enough. Food provides the fuel the body needs to keep going and produce heat. When your body is dehydrated, circulation is reduced and your body's furnaces operate at a reduced capacity, further hindering heat production. While this is not intended to

be an in depth explanation, it is meant to be food for thought. No pun intended. I have seen a little bit of food and water go a long way towards making someone feel better when thier core temperature is down. Warm sweet liquids (ie. hot apple cider) are like high octane racing fuel for the body. Of course there are other factors to take into account before giving a subject anything to eat or drink. But this is just meant to be another tool you can use for your comfort and that of others.