



OLYMPIC MOUNTAIN RESCUE NEWSLETTER

A volunteer organization dedicated to saving lives through rescue and mountain safety education
October 2005

Missions

Mission No: 2005-10 (DEM 05-2495)
Date: September 12
Location: Mt Baring, Snohomish County
Type: Rescue

Personnel: Steve Leslie (OL), John Stieber, Sarah Armstrong, Rick Lorenz and John Ellsworth, Roger Beckett and Jim Groh (In Town)

Beckett received a call from the Washington State DEM office about 0230 asking for assistance to recover an injured climber/hiker with a knee injury from Mt Baring in Snohomish County and Groh did a page out. This peak is N of highway 2 east of the town of Index. The field team organized to catch the first ferry out of Kingston at about 0510 and proceeded to the SAR base to meet with rescue teams from Snohomish, Everett and Seattle Mtn Rescue. Initially weather was low clouds with the prospect of clearing. Lorenz and two from another group were sent as an advanced team up trail to meet up with climbers onsite with the subject. The climber had taken a slip and tumbled down about 40 ft on steep rock while descending the peak. The helo was able to come in sooner than initially expected and made a good pickup. Lorenz returned to base and the team was able to depart before noon and returned home by 1500.

Hours: 62

Meeting

Next meeting : October 11th; Topic of discussion will be Land Navigation, by John Ellsworth. It should be noted that this evening's training will contain information and techniques that will be useful for the upcoming land navigation training in the field, which is mentioned below.

Training

Upcoming training : October 15th, Land Navigation (Field Training). Instructor : John Ellsworth. Full information and directions to the training location is located on page two of this newsletter.

Helicopter Training

Another great helicopter training as advertised was held at the Bremerton National Airport. A USCG Jayhawk from Astoria flew up to provide us with a personalized training scenario on their mission and how we might work with them someday. The 4 man flight crew was generous with their time and sharing their experiences. It seemed a shame only 6 OMR members could make the time for such a convenient training opportunity.



Helicopter training with a Coast Guard Jayhawk.

<<Avalanche Beacon Recall>>

Recently Cass Whalen passed on this information to the group. Many of you out there do not get the OMR notice via email. So below is the information about the recall. Check the information and your beacons to make sure you have a properly working beacon.

September 15, 2005; Release #05-271; Firm's Recall Hotline: (888) 215-3131; CPSC Consumer Hotline: (800) 638-2772; CPSC Media Contact: (301) 504-7908; CPSC, Ortovox USA Announce Recall of Avalanche Transceivers.

WASHINGTON, D.C. - The U.S. Consumer Product Safety Commission announces the following recall in voluntary cooperation with the firm below. Consumers should stop using recalled products immediately unless otherwise instructed.

Name of Product: Ortovox M1 and M2 Avalanche Transceivers - A device worn to help locate a buried avalanche victim.

Units: About 15,500

Manufacturer: Ortovox USA, of Hopkinton, N.H.

Hazard: The batteries in these devices can become dislodged when the transceiver is struck sharply. The transceiver could fail to function properly in the after-

math of an avalanche, and result in the buried victim not being found in time to avoid serious injury or death. Incidents/Injuries: There have been three reports by consumers of the batteries in these devices becoming dislodged. No injuries have been reported.

Description: Both models of avalanche transceivers are plastic and measure 5.5-inches by 2.5-inches by 1-inch. The M1 has a navy blue body and a yellow volume control switch. The M2 avalanche transceiver comes in two colors: glacier white (grey) with a red volume control switch, and orange with a grey volume control switch. The model name and "ORTOVOX" are written on the front of the transceivers.

Sold at: Outdoor specialty stores nationwide from January 1997 through July 2005 for about \$300. Manufactured in: Germany.

Remedy: Consumers should stop using the recalled avalanche transceivers and contact the firm to receive a new battery door that will help prevent the batteries from becoming dislodged.

Consumer Contact: Call Ortovox USA toll-free at (888) 215-3131 between 8 a.m. and 5 p.m. ET Monday through Friday, or visit the firm's Web site at www.ortovox.com

Land Navigation Training

Its that time of year again for Land Navigation Training. The good news is this year we are going to do things a bit different to minimize the impact on unit members. The bad news is to get the most out of the training, you have a little homework to do. Tuesday night (10/11) at the regular meeting we will cover basic map and compass work. At the meeting, I will have the training guides available. You'll need to take a copy home and review the GPS programming section. If your personal GPS is not a Garmin 12, you'll need to refer to your owners manual to assist in creating the way points and routes specified in the training. If you own a Garmin 12, or are able to sign out a unit GPS at the Oct. 11 meeting, the training guide has sections

that assist in each step, button by button. Doing the training this way keeps us from having to have the extra classroom session Thursday night. Field training will be on Saturday October 15th, Starting at 9am as in the past years. The first part of the training will assume you or your partner have the route programmed into a GPS available (if you don't you it will be ok, but you'll miss out on a training opportunity). After executing the route, we will proceed with the usual land navigation course where you'll be expected to plot locations on a map, read their UTM coordinates, enter those coordinates into a GPS and then find the location. If you are weak in these areas, it is also covered

Continued on page 3

in the hand out. One could also review Freedom of the Hills as it has a very good section on land navigation and is used as the basis for this training. I am pretty versatile on GPSs and can certainly operate the Garmin E-Trex series and the Garmin 12 (the one the unit stocks). If you have another model, please review your manual before the training if you are not proficient on it.

So for those who may have yet to experience this training, bring a rescue pack equipped with the usual, but since this is Land Nav, ensure you bring a compass, pencil and a GPS (if you have one). Ensure you bring rain gear even if the weather looks good. We'll be crashing bushes and rain gear provides pretty good protection from brambles etc. As far as where my house is located, From Bond Road, turn east onto Gunderson Road. Take Gunderson to the end and turn left onto Miller Bay Road. Go about 100 yards and make a right onto Miller Bay Road. Go about 1 mile and make a left up Beachwood Ave. Beachwood is marked by a sign for Miller Bay Estates. Go up Beachwood to the 4-way stop sign and make a left onto Seavista Ave. Go to the end of Seavista, turn right onto Seawind Avenue. My house is on the left. It is dark blue and gray (mixed) as we have an construction project in progress. Parking is limited to about 6-8 cars so please car pool if possible. The Cenex Park and ride would be a good place to meet. My address is 7860 NE Seawind Ave, Poulsbo 98370 and my

Winter Stand By

Every weekend during the winter we assist Olympic National Park up at Hurricane Ridge. This mainly consists of patrolling the areas around the lodge and the tubing areas. The time frame will be from the end of December thru to the middle of April, depending on the snow pack. It is that time of year again to start thinking about which weekends you would like to be up at the Ridge. Initially, we would like to have two people for each weekend. Preferably, with one of the people being a senior member and one newer member. A sign up roster will be going around at the October meeting. Sign up soon to get those prime weekends. Otherwise contact John Stieber to let him know which weekend you would like.

To Go or Not To Go . . .

Recently, I went on a hike with a couple of others. Cool, you might think. Some friends getting out into the wilderness. There was only one small problem . . . One of the people had just gotten over being sick. While at first this seemed to be ok, it quickly became apparent that we would have to turn around. The strenuous hiking, coupled with the cold air and the higher altitude (around 4500 feet), slowly started making our friend's breathing more difficult and her energy and strength were dropping with it. Wisely, we decided to turn around. The trail would still be there at a later date.

The point of this story? Many of us go hiking in the great outdoors, as well as participate in OMR missions. Sometimes the desire to help others or to bag that elusive summit overrides our common sense.

Many are the times that we have heard of someone pushing themselves too far and have gotten into trouble. I am not saying not to push yourselves. Far from it.

The point that is being made is that even though you may feel better right after getting over the current bug that is going around, your body has not had time to fully recover it's energy reserves. Strenuous exertion, soon after recovering from a sickness, could lead to physical weakness at a crucial moment when you are required to be at your best.

Knowing how your body is doing is critical when in the mountains or on a mission, where one wrong move could lead to an injury to yourself or to someone else.



Mount Angelas during 2005 snow training