



ski patrol

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**THE VALUE OF VOLUNTEERS
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Jumbo finds a good boulder and an even better view
on the way to bigger objectives from El Chaltén.
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34 THE VALUE OF VOLUNTEERS

BY KIM KIRCHER

The spirit of volunteerism is alive and well as the National Ski Patrol celebrates its 80th anniversary. While some resorts have switched to all-paid patrol operations (for a variety of reasons), others treasure their volunteer patrollers and feel they could not operate as successfully as they do without them. Kim Kircher, the ski patrol director at Crystal Mountain in Washington, makes the case for the value of volunteers.

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BY GRETCHEN R. BESSER

Former NSP National Historian Gretchen R. Besser, Ph.D., was inducted into the U.S. Ski and Snowboard Hall of Fame in April 2017. This enabled her to revisit the many other NSP patrollers who have been inducted and discuss their numerous outstanding contributions to the ski industry.

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BY ANDRE GONSALVES AND RACHEL CRANE

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With resorts increasingly looking to expand their operations into four seasons, the NSP is developing strategies to meet that need and help our resort partners.

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BY GEOFF PECK

Subaru WinterFest is an event that celebrates winter and the mountain resort communities, and it toured nine resorts this year.



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57 HISTORIC PHOTOS — PART TWO

BY CANDACE HORGAN

The National Ski Patrol has a rich history, and as we continue our 80th anniversary year, we celebrate that history with more classic photos. Look for a historic photo essay in each issue this year.

Errata

On page 33 of the winter 2018 *Ski Patrol Magazine*, we incorrectly identified one of the inductees into the U.S. Ski and Snowboard Hall of Fame as Marilyn Post Caldwell. Her actual name is Marion Post Caldwell.

Two of the captions on page 98 in the caption contest of the winter 2018 *Ski Patrol Magazine* were credited incorrectly. The one about Burning Man was written by Scott March, and the one about the hazard being marked was written by Bob Cowen of Alpine Valley East Ski Patrol, Michigan.



Cover photo: Andre Gonsalves.
Photo left: NSP archives.
Photo above: Chris Tota.

LEKI

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Photo: Stephen Matara

Turns a black diamond into a bunny slope.



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Letters

to the Editor

(ed. note: The articles on providing O2 on the slope, including related to providing cold O2, continue to generate many responses. Below is one raising concerns about flow duration, as well as a response from the author.)

Oxygen Clarification

I have a clarification correction regarding the winter 2018 article, "OEC: Providing O2 on the Slope," (*Ski Patrol Magazine*, vol. 35, issue 2).

After reading the article, I was puzzled with the paragraph "How long will the tank last?" After pausing and reflecting back to the *Outdoor Emergency Care Fifth Edition*, I challenge the paragraph for accuracy regarding tank size and flow duration. To correct and clarify, the correct volume of a D tank is 350 liters; a Super D tank is 500 liters (*Outdoor Emergency Care Fifth Edition*, page 307), not 420 liters. The difference in volume is tank circumference.

When an OEC technician calculates flow rate, it's based on what adjunct is used plus tank psi less safe residual pressure of 200 psi (*Outdoor Emergency Care Fifth Edition*, page 309). Flow rate is never calculated by liters. How do OEC technicians know how many liters are in a tank? OEC technicians are instructed to use a regulator to measure pressure to make sure they have enough O2 for the required adjunct, not liter volume of tank size. You need the correct constant cylinder size for a D tank, which is 0.16, to calculate available oxygen (*Outdoor Emergency Care Fifth Edition*, page 309).

Using the values in the article of 2,200 psi in tank minus 200 psi safe residual pressure equates to 2,000 psi available (*Outdoor Emergency Care Fifth Edition*, page 309). Multiply the D cylinder tank constant of 0.16 by 2,000 psi available and you get 320 minutes; divide that by 15 liters per minute and you get 21.34 minutes, NOT 28 minutes. With a flow rate of 8 liters per minute, you have 40 minutes of available oxygen, not 50. Oxygen tanks should be changed out at 500 psi or less (*Outdoor Emergency Care Fifth Edition*, page 308).

The takeaway is people start to die at four minutes without oxygen, so know your math. (Please refer to *Outdoor Emergency Care Fifth Edition* Skill 9-4, page 320, for tank setup.) For a simple estimate with no math, consider psi equals minutes. (This is not OEC approved.)

Another thought open for discussion is if a person is hypothermic, it

would be best to warm the oxygen by placing the oxygen supply tube within the jacket and/or near heat packs/hot water bottles.

Paul Mandel
Mt. Bachelor Ski Patrol, Oregon

(A reply from Bill Lawrence)

The purpose of the recent article was to clarify the process of oxygen utilization on the slopes in severe winter conditions. Although Paul Mandel's numbers from the Outdoor Emergency Care Fifth Edition are correctly stated, they cannot be the absolute predictor of oxygen utilization. Numbers in the Outdoor Emergency Care Fifth Edition, like the numbers put in the article, are guidelines and are not the major thrust of the article.

As we all know, conditions and treatment on the hill can vary significantly from that found in the control of the patrol room, and it is important that these variables be acknowledged.

On the hill, the patroller may not know the size of the cylinder being provided; it could be a C, D, Super D, E, or even an emergency disposable cylinder or a combination of all of the above.

The 420 cubic liters used in the article is an average of the D and Super D cylinder and was used as an example. The cylinder's duration will depend on the initial pressure, ambient temperature, patient's demands, and the variable flow rates provided to the patient as they are tended to. In fact, relying on the actual size of the cylinder alone can lead to false assumptions about how long it will last.

Therefore, rather than reliance on a predicted duration, the best way to manage the cylinder is by constantly monitoring the pressure on the cylinder gauge and estimating an end point based on consumption. That's why the scenario, as presented, incorporated one person dedicated to monitoring the oxygen utilization and to changing the flow rates as needed. If the finder has a patient whose condition is serious enough to require oxygen, a call for additional help dedicated to monitoring oxygen status is appropriate and arguably necessary.

Although it may seem logical, Paul's idea of running oxygen tubing under the patient's jacket will have little or no effect on the supply temperature. Heat is generated in the mask by the partial

rebreathing of exhaled oxygen, not the supply temperature of the oxygen cylinder or the tubing before the mask. It is far more likely that opening the patient's jacket to place the tubing will allow more body heat to escape and possibly further compromise the patient.

Thanks to Paul for his interest in providing oxygen on the hill and giving me a chance to expand upon the article.

Bill Lawrence
Alumnus, Western New York

Training

I was just reading about the awards and noticed the training program mentioned for the Ski Roundtop Ski Patrol. I just wanted to highlight a training program that I initiated at the Nashoba Valley Ski Patrol in Westford, Massachusetts, in 1981.

Every spring, we would run a ski-off to determine whether the potential candidates were "trainable." Those who were deemed such then participated in the OEC course throughout the spring. In the fall, these candidates served as patients at the fall refresher. Once the mountain opened, we ran a training program every Tuesday evening through December, January, and February. This program began with skiing, moved on to ski skills, and by sometime near the end of January we introduced them to toboggans. They took an "on-the-hill" evaluation the first week in March. Although I have left Nashoba as of January 2007 for Crotched Mountain in Bennington, New Hampshire, my understanding is that the people that I worked with and trained are carrying on the program.

I should also note that Jim O'Connor, currently the Eastern Division OET adviser, was my assistant in this program, and we fed off each other.

Gregor Trinkaus-Randall
Crotched Mountain Ski Patrol,
New Hampshire

Angels

OK, so it's not the Minnie Dole Award, but for us supportive friends and spouses of

NSP members, the Angel Award is as good as it gets, and many of us are just as proud to wear it as if we were sporting a National Appointment Number.

As the wife of a 35-year serving patroller at Ski Liberty in Pennsylvania, I received mine from our beloved Patrol Director Leight Johnson at the end of the year awards banquet in 1988, probably because I hung around the patrol room so much, baked cakes for my husband's shift mates, and helped celebrate patrollers' birthdays and anniversaries.

Over the past few weeks, I contacted some patrol directors to see just how many of us belonged to this special club of Angels, and, sadly, a few admitted they had never heard of the Angel Award, and others openly admitted that they were lax in giving them out but should be more diligent. Therefore, I hope this short plea will convince them of the award's importance and just how much it has meant to us recipients.

NSP National Awards Adviser Jerry Sherman admits there is no formal application process, but he distinctly remembers the stained glass Angels of years gone by to which the Angel Pin could be attached. They were once given to spouses of members who went on to higher office or adviserships, but they were pricey and therefore discontinued. After Jerry's response, I wondered if anyone still has those stained glass Angels in their possession. Jerry also informed me that Chapter 10 of the *National Ski Patrol Policies and Procedures* has no stated criteria that needs to be met in order to attain Angel status, so with most slopes, it's kind of a "hit and miss" award, dependent on the director and nominator, but the division director must approve the award, and the selection of recipients is carefully made so that the integrity and credibility of the award is maintained.

The pins are ordered from the NSP's Online Store. Most diligent over the years is the Dodge Ridge Ski Resort in Pinecrest, California, which yearly awards Angel Pins to non-NSP members who provide valuable contributions, and in 2017 awarded three. Sadly, at my own slope, Angel Pins

are pretty rare, and newcomers are not too cognizant of their importance and meaning to us old-timers.

Personally, I was thrilled to learn of an Angel Pin given in 2015 to Roslyn Johe, partner of NSP Medical Adviser David Johe, who is based at Holiday Valley in Ellicottville, New York, because in my opinion, no one deserved it more. I personally witnessed Roslyn's contributions a few years ago at Powderfall held at Snowbird, Utah, because for hours each day, she physically lay in snowbanks in various positions playing accident victim while orthopedic surgeon and award-winning patroller Johe demonstrated first aid procedures to other patrollers, onlookers, and photographers for the *Outdoor Emergency Care Fifth Edition*. Those excellent training photos are evident to anyone studying that in-depth and valuable manual on pages 728 (picture 21-4), 808 (24-1), 824 (25-12), 900 (28-7), 905 (28-16), and 911 (28-23).

In addition, long-serving patroller Leo Bierfeldt at Holiday Valley nominated Roslyn for the support she shows the patrol on a regular basis. She makes them some "kick-butt" chili with steak, Swiss chocolate brownies, red velvet cupcakes, and celebrates milestones in patrollers' lives. In his nomination, Bierfeldt wrote, "There's only one word to describe Roz — an Angel!"

For those reasons, Roslyn regularly and proudly wears her Angel Pin and says, "Winning this award has meant the world to me. I feel honored to be recognized because it indicates that others know of the support I've given to NSP. I would hope that all patrols recognize their own Angels because there are so many who would appreciate the thanks for their time and efforts."

Thus, I can only echo Roslyn's sentiments, applaud patrol directors who already enhance the NSP family by giving such recognition, and ask current patrol directors to single out friends and spouses of NSP who go above and beyond to make this organization even more stellar and appreciated. +

Kathy Megyeri
Spouse of Les Megyeri,
Liberty Ski Patrol, Pennsylvania

Letter

from the Editor

By Candace Horgan, Editor



It's been a strange winter across much of the country. Snowfall has been intermittent at many ski areas, with long dry spells and then at times massive snow in a short period of time. These conditions created some very newsworthy events, in addition to making it challenging for resorts to operate.

With a changing climate that some estimates have shown will significantly shorten ski seasons and in some places eliminate it entirely, the National Ski Patrol will need to look for ways to continue its core mission: "To keep people safe on the mountain and during other outdoor activities." More and more resorts are looking to stay open in the summer months by offering activities like bike parks. Of course, with our mountain resort partners staying open, NSP patrollers will be needed to help keep the guests safe.

This February, the NSP and the International Mountain Bicycling Association announced a partnership, one in which NSP will now support members of IMBA's National Mountain Bike Patrol as IMBA steps away from this program. As our article in this issue makes clear, it is just one part of NSP's continued efforts to incorporate bike patrollers into the organization.

This year marks the 80th anniversary of the National Ski Patrol, an exceptional milestone. The NSP has managed to survive through many changes in the ski and mountain resort industry. The majority of NSP patrollers are still volunteers, giving of their time to serve something greater. While some ski resorts have decided to go with all-paid patrols, in our feature in this issue Crystal Mountain Ski Patrol Director Kim Kircher states the case for volunteer patrollers and the value they bring to the mountain resorts. Despite all the changes in the ski industry, having volunteers is

still an important part of being able to serve the guests.

Of course, we also have to mark turning 80 in other ways. In our other feature in this issue, former NSP National Historian Gretchen R. Besser, Ph.D., writes about the many exceptional members of the NSP who have been inducted into the U.S. Ski and Snowboard Hall of Fame in Ishpeming, Michigan. Besser herself joined this illustrious group in the Class of 2016, and being so honored provided her the impetus to do exceptional detective work and learn about all the other NSP members who have been inducted and what their contributions to the ski industry were.

The NSP also celebrated its 80th anniversary in Denver during another industry change, as the Outdoor Retailer show left its former home in Salt Lake City and partnered with Snowsports Industries of America for the Outdoor Retailer + Snow Show during the last week of January. The NSP hosted a party at the Patagonia store in downtown Denver during the show that drew over 200 people to celebrate NSP's anniversary and its continued contributions to the ski industry.

Another event that brought a lot of attention to the winter recreation industry was the Winter Olympic Games in Pyeongchang, South Korea. For two weeks, the world watched as amazing athletes from 92 countries competed in 102 events in 15 sports. Some NSP patrollers worked at the ski events during the Olympics, and we have a small spotlight on their experience in "Division News" in this issue.

The patrollers who volunteered their time at Pyeongchang were praised in part for their Outdoor Emergency Care skills, which were in fact used to treat several injured athletes. Thankfully, none of these were critical injuries. OEC continues to be the NSP's flagship program, and this issue comes polybagged with the *Outdoor Emergency Care Refresher Workbook 2018 Cycle B*. One of the major updates in this refresher concentrates on changes in spinal protection protocols. Thanks go out to the OEC Refresher Committee for their dedication and long hours in putting together a great workbook.

The Olympics weren't the only overseas event this winter. There was also an opportunity for travel to the biennial Fédération Internationale des Patrouilles de Ski Congress, which this year was held in Sochi, Russia. The NSP had a delegation there for the event that brings together patrollers from many different countries to learn from each other.

Ultimately, what leads so many people to volunteer their time as patrollers is often the camaraderie and the joy of being in spectacular mountain places. As we went to press, the NSP officially announced the date and venue for Powderfall 2019, which will be held in April 2019 at Snowbird, Utah. The last Powderfall brought out nearly 800 people and sold out in advance. We have an initial save the date in this issue, so be sure to mark your calendars and be ready to come out to enjoy the esprit de corps in 2019 with many of your fellow patrollers at Snowbird. +



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Gretchen Besser

Long-time ski patroller Dr. Gretchen R. Besser (National Appointment Number 5756), of Morrisville, Vermont, was the first-ever National Ski Patrol historian. She was the initial recipient of the National Ski Patrol Chairman's Excellence in Service Award (January 2010). From 1980-85, Besser served as international liaison for the NSP. Her book, *The National Ski Patrol: Samaritans of the Snow* (1983), received a ULLR award from the International Skiing History Association (ISHA) in 1997. She has contributed to *Ski Patrol Magazine* since 1976, when it was a newsletter called *National Patroller*. In 2013, she became one of the first inductees into the National Ski Patrol Hall of Fame. Besser is a past board member of ISHA and of the United States Ski and Snowboard Association Hall of Fame, to which she was recently inducted. She has skied all over the world, including in Canada, Europe, Argentina, Australia, Japan, and the People's Republic of China. She still makes first tracks at Stowe Mountain Resort most winter weekday mornings.



Jeff Cripps

Jeff Cripps has been a patroller for 42 years and is an assistant patrol director for Boyne Highlands Ski Resort in Michigan. He is a former Certified Program adviser for the Central Division. He has held numerous patrol, region, and division assignments, but his love of meeting new people from different countries and cultures led him to get involved with FIPS over 27 years ago. Starting in 1991 at Thredbo Ski Resort in Australia, he has attended five FIPS events all over the globe. While there are many different languages spoken, Jeff found out that talking "ski patrol" is understood everywhere.



Kim Kircher

Kim Kircher has logged over 600 hours of explosives control, earning not only her avalanche blaster's card, but also a heli-blaster endorsement, allowing her to fly over the slopes in a helicopter and drop bombs from the open cockpit while uttering the fabulously thrilling words "bombs away" into the mic. Her articles have appeared in *Women's Adventure*, *Couloir Magazine*, and *Off-Piste Magazine*. Her memoir, *The Next Fifteen Minutes*, was released by Behler Publications in November 2011. She blogs at www.kimkircher.com and www.blogcrystal.com about her job as a ski patroller. In spring 2016, Kim was promoted to patrol director at Crystal Mountain.



Doug Hill

Doug Hill has been a patroller for 34 years at Snow Summit in Southern California; in his time at Snow Summit, he spent six years as the patrol representative. He is the current Instructor Development supervisor for the Far West Division and the Instructor Development Program administrator for the Southern California Region. Hill is also an OEC instructor and instructor trainer who contributed to the *Outdoor Emergency Care Fourth Edition* and is a former OEC Program supervisor for both the Southern California Region and the Far West Division.



Margaret Mills

Margaret Mills is in her 10th year on the Winter Park Ski Patrol. She is in her third year serving as a young adult patrol adviser. She has assisted in OEC training and CPR certification. Margaret is a registered nurse. Her experience includes kidney transplantation, intensive care, coronary care, post-anesthesia care, oncology, organ and tissue donation, and GI and pulmonary endoscopy. She currently practices in outpatient GI endoscopy. She began skiing at five years old, and that love of winter in the Colorado Rocky Mountains led to her skiing with family and friends at Winter Park Resort, eventually fulfilling a desire to become a patroller. Margaret shared her love of skiing with her three daughters, and recently introduced her 2 1/2-year-old granddaughter, Ella, to skiing this winter.



Eryka Thorley

A native of Michigan's Upper Peninsula, Eryka first headed to the mountains for college at Montana State and has since hailed the West as home. Twelve years ago, at Big Sky Ski Resort in Montana, she first began her ski patrol career, which she continues to this day. She lives with her husband, Jake, a fellow ski patroller, and daughter, Wynter, in Nederland, Colorado, and is on the patrol staff at their local resort, Eldora, where she organizes much of their continuing medical education. When not ski patrolling, Eryka teaches avalanche courses in the Rocky Mountains and organizes hiking trips in the Alps for Alpinehikers, a U.S.-based company.

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From the of the ED

Fasten Your Seat Belts!

BY MEEGAN MOSZYNSKI, NSP EXECUTIVE DIRECTOR

“Are you OK with some travel?” they asked. “It’s a really important part of the job to go visit the various people who are part of NSP and to meet with our principal customers and industry partners. It’s not the only thing you’ll do, but you will be on the road for a few days each month. Rest assured, you’ll find tremendous value in meeting NSP members in person and learning about their experiences directly.”

I remember this was a key part of my initial discussions with NSP leadership before I came on as executive director last summer. I love to travel; in fact, I have lived abroad, and my degree is in international studies, so I have done quite a bit of traveling in my life, but the visits I have undertaken and the meetings that I have attended through NSP are much different ... and so much better! I have met so many amazing people, learned about so many unique aspects of NSP, and interacted with so many of our key industry partners. For all of that, I am grateful.

I have had the utmost privilege to visit many of our members and partners over the last few months. Meeting people in person is so different than speaking with them on the phone or corresponding via email. I have visited several NSP divisions and even traveled to Russia for FIPS. I have spent time with national board members, division directors, patrol reps and directors, national program advisers and directors, division leadership, ski area management, industry partners, international patrollers, and more. I even participated in patroller school, but I still need to take my inaugural toboggan ride.

The best part of traveling for NSP is the opportunity to meet people in person and to learn about the nuances of each geographic region of our membership base. The issues in one part of the country can be vastly different from the concerns somewhere else, and the ability to speak with people and share stories has been beneficial not just for me, but also for some of the people I meet. There is so much that we all don’t know about each other, and it has been such an honor to get to learn about each of you and share your successes and challenges with others.

I have heard about what works and what doesn’t, how and where I can help, the background involved with new issues and old ones, and everything in between. My time speaking with you has been invaluable, and I thank you all for taking me in and sharing your thoughts and ideas with me. For those whom I have not yet had the privilege to meet, I look forward to doing so very soon.

Most importantly, this type of personal interaction has provided me with the insights and direct experiences that will help me be the best executive director that I can be for all of you. Thank you for that.

In my travels thus far, I have learned about our rich history and the people that made it that way, I have listened to ideas and concerns about the next edition of OEC and our courses, I have learned about recruitment and retention challenges and how they vary across the country, I have learned about how volunteers and pros work together,



I have witnessed low snow years and big snowstorms, I have learned that cold winters don’t mean no rain and ice, I have listened to concerns about declining membership numbers, I have learned more about and witnessed training for our Senior and Certified programs, and I have learned that Patagonia and Subaru are still some of our most amazing partners.

In addition to our membership, I have spent a significant amount of time with the leadership of the National Ski Areas Association and many of their members. With the ski areas as our principal customers, I am eager to develop opportunities to hear more about the concerns, challenges, and successes of the ski areas. Getting to meet general managers, area managers, corporate leaders, snow safety directors, and other resort leaders has really helped me understand the NSP’s relationship with the ski areas and to think about how we can continue to add value and enhance our working relationships. I hope that NSP can become even more involved in some of NSAA’s programming and use that opportunity to communicate with our principal customers more frequently.

I also have spent time learning about the models used by the Professional Ski Instructors of America/American Association of Snowboard Instructors and how they have grown as an organization under the leadership of CEO Nick Herrin. He is working on some impressive initiatives and has some great momentum going in his organization.

One of my primary goals in my first year as executive director has been to listen and learn. In my visits with our members and principal customers, I ask a lot of questions. There are a lot of answers and a lot of stories out there, and there may be many solutions that we have not yet tried or even discovered. In January, I gave a challenge to our national board of directors: is “because it’s always been done that way” a good reason to continue doing things that way? Maybe sometimes, and maybe sometimes not? Is it worth exploring, or at least listening to, new ideas?

As the NSP looks into the future and we figure out how to modernize alongside the changing outdoor recreation industry, I look forward to adopting innovative proposals and new ways of doing things. Most importantly, I look forward to doing that together with all of you. +

Chatting with the

Thank You Volunteers!

BY RICK KNIGHT, NSP BOARD CHAIR



Most of us volunteer in our roles at ski areas or backcountry trails. A great many of us volunteer in roles beyond that level to help our organization succeed. Without these efforts, we could not accomplish everything we do. We have ongoing projects to improve programs, respond to things our members have requested, respond to things our industry partners have requested, and improve efficiency. At the same time, thousands of our members volunteer every day to keep our programs running effectively.

Many patrollers have no concept of the number of volunteers it takes for the NSP to function the way it does. Whether in committees, program positions, line positions, or adviser positions, each volunteer works countless hours to get the job done. Everywhere I go, I see volunteers putting forth efforts to accomplish things I had no idea took so long or were so involved.

Our committees, such as our National Legal Committee, are invisible to most patrollers. We don't see the work they do, but it is incredibly important. The OEC Refresher Committee, for instance, starts work on the next year's refresher before the current refreshers have been completed, and continues with weekly meetings until the job is done. They are always seeking to challenge us all, yet keep it interesting. This is absolutely necessary to maintain the credibility of the Outdoor Emergency Care Program. Incidentally, most EMT regulators will accept our OEC refresher for continuing education credit.

We also have one-time committees that address various issues. Once the issue is addressed, the committee is dissolved. One recent example is the Bike Patrol Committee, which is made up of board members, division directors, and office staff. This committee is charged with figuring out what we might need to change or anticipate to properly prepare for the bike patrols that are joining our ranks. This takes creativity, brain power, and a lot of work.

We also have a committee considering the Request for Action (RFA) related to EMTs joining our organization. The committee must conceptualize and make recommendations to the board about what problems might arise, how our NSP Bylaws or *NSP Policies and Procedures* might need to be changed, and how best to embrace these patrollers in our organization.

Another committee that faces a challenging task is the newly created Business Process Committee. This committee is taking the first steps in streamlining NSP's business processes across the country to ensure smoother operations for the organization. These improved systems may be able to influence everything from our registration process to our overall IT system to various other aspects of NSP. This committee is working very carefully to establish next steps by identifying everything the organization needs to operate efficiently and effectively for our members. We want to be sure that we are working strategically to implement the best systems for our organization, both now and in the future.

We have a large group of volunteers across the country who have stepped up to create the sixth edition of our OEC book and training materials, including editors, reviewers, people who shoot photos, etc. Obviously, this is a very important project. They expect that the book will be smaller, and the anatomy discussions will be more efficient. The objectives will be very clearly stated as well.

In order to stay relevant to our industry partners, we have a number of efforts underway to address industry issues. We have a group of people that are reviewing a lift evacuation manual being prepared by the National Ski Areas Association; NSAA has asked us to review it and provide comments. Our Bike Patrol Committee is in part a response to the many requests and questions we have received from our mountain resort partners that have bike parks. Our Education Committee is in the process of creating a risk management course that could develop into a Risk Management Program to train our patrollers to be more aware of risk management issues and make them more valuable to our industry partners.



Most of these volunteers are unsung heroes. We have thousands of instructors in the system who teach and refresh us regularly. All of you who are instructors know how much work it is first preparing, then delivering, an excellent class or refresher. When we go to a class, refresher, or clinic on the hill, we should keep in mind that most likely the instructor spent more time preparing it than we do attending it.

We also have advisers, supervisors, and directors in each program working to continually improve all of our offerings. Again, this is work that is unseen. Many of you may have suggested that we improve the OEC test. There are volunteers from all across the country working to write the questions, check that every question addresses an objective in the book, make sure the questions are correct from a medical perspective, and wordsmith the questions for months.

Our board members also work hard. Each board member must serve on a standing committee (Finance Committee, Governance Committee, or Planning Committee). Between standing committees, other board committees, one-time committees, director/adviser selection committees, and other administrative committees, some board members are on or chairing up to six committees. That means a whole lot of time on evening phone calls and preparation for those calls.

Other volunteers get involved organizing events like refreshers, training days or weekends, region and division meetings, YAP or women's seminars, etc. The preparation for these events can take many months of constant attention to all the details involved.

I also have to mention the advisers that are so often unsung. We have medical advisers constantly reassessing our medical procedures. Our awards advisers administer awards, find new awards when appropriate, and help anyone who asks write a successful award application. Our historians research and read and dig and keep in contact with a network of people in the know to write our history. NSP telecommunications advisers pay attention to very complex radio laws and protect our interests from regulators who might write laws that unintentionally sweep us in with other organizations. We also have alumni advisers who work to assure that when patrollers retire or leave patrolling for a few years, they are not lost as members.

If I did not mention your specific efforts beyond your patrolling duty days, please don't be offended. It would take a 10-page article to mention all the things you all do, so let me just say thank you!

Many patrollers question whether national does anything for them. As you can see, there are thousands of volunteers across the country working to improve your organization. These people are all part of "National" and are moving mountains daily in an amazingly efficient way to accomplish important objectives. We all need to pay it forward and thank these people who do so much. +



Rick Knight awarded Gold Merit Star



Jim Woodrum presents Rick Knight with a Gold Merit Star.

At the January NSP board of directors meeting in Denver, outgoing NSP board chair

Jim Woodrum presented current NSP board chair Rick Knight with a Gold Merit Star for serving as the interim NSP executive director.

Tanya Thomas appointed Women's Program adviser



Tanya Thomas

The NSP announced Tanya Thomas, a member of the Wintergreen Ski Patrol in Virginia and previously the Southern Division Women's Program supervisor, has

been appointed as the new NSP National Women's Program adviser. Thomas takes over for Linda Barthel, who served as Women's Program adviser for seven years. Thomas is a Senior alpine patroller and OET instructor and evaluator, and is the daughter of a patroller, Sam Bruce, who holds a National Appointment Number. She has attended every Women's Program event in the Southern Division, and last season put on the largest such event in the division ever with 22 participants attending. Last April, she attended Powderfall at Snowmass in Colorado and participated in the Women's Program round-table discussion.

Jerry Sherman appointed Awards Program adviser



Jerry Sherman

Jerry Sherman, a member of the Hunt Hollow Ski Patrol in New York and previously the Eastern Division Awards coordinator, has been

appointed as the new NSP National Awards Program adviser. Sherman takes over for Bill Boulder.

New NSP Community website

The NSP has added a new Community page to the website. This takes guests to

a Community site where you can view videos, participate in contests, view the NSP's Instagram feed, read the NSP's latest press releases, and also read digital versions of prior issues of the magazine. There is also a spot where you can read a few articles from the latest magazine and comment on them! From this issue, you can read "The Value of Volunteers," by Kim Kircher, about the value of having volunteer patrollers at your resort; "Dropping In On A New Line," by Melanie Hood, about NSP's efforts to expand bike patrolling; and "Snow Geeks," by Candace Horgan, about the National Avalanche School Field Sessions at Arapahoe Basin. Be sure to go to this page in May and check out these three articles from the magazine and comment if you like.

New and renewed NSP partners

The National Ski Patrol is proud to announce that several partners have renewed or begun their partnership with the NSP for this year.



Deuter has been committed to making high-quality outdoor equipment that you can rely on for well over 100 years. Their backpacks are the result of a dedicated staff that is continually looking to build the best possible product. [\(NSP Online Store and NSP Pro Deals Page\)](#)

SURFACE Surface has been dedicated to building skis that are able to excel in any condition since 2004, and the NSP is happy to renew our partnership. Whether you are chasing pillow lines in the Pacific Northwest or skiing bulletproof groomers, they can handle it all. [\(NSP Pro Deals Page\)](#)



Rudy Project is passionate about fusing style and quality to make the world's most advanced sports eyewear on the market. Since 1985, they have continually searched for new materials to create exceptional products. [\(NSP Online Store and NSP Pro Deals Page\)](#)



Transpack has been manufacturing packs and bags in the adventure sports market since 1995. Their commitment to the channel has resulted in feature-rich products that are functional and durable. [\(NSP Online Store and NSP Pro Deals Page\)](#)



Icelantic has been committed to making quality skis in their home state of Colorado for over a decade.

Icelantic skis blend performance and durability with artistic top sheets that invoke exploration and a return to nature. [\(NSP Pro Deals Page\)](#)



Rossignol has been a force in the ski industry since the start of the 20th century. Throughout the years, they have been at the forefront of redefining ski technology. Today, their award-winning Experience and 7 Series lines are second to none. [\(NSP Online Store and NSP Pro Deals Page\)](#)



Look bindings have been trusted by skiers for over 70 years. Look is in continual pursuit to create a product that enhances performance and reduces the risk of injury. Whether you are looking for an all-mountain or a touring binding, they have you covered. [\(NSP Pro Deals Page\)](#)



Dynastar was born in Chamonix, France, and has been manufacturing world-class skis for decades. Their passion for the sport is evident in every small detail in their skis. Their Legend and Speed Zone lines are just the most recent contribution to the ski industry. [\(NSP Pro Deals Page\)](#)



Lange has been a pioneer of ski boot technology for decades. It would be impossible to tell the history of skiing without saving several chapters for Lange. Lange refuses to rest on their laurels. Today, their vast collection of ski boots incorporates cutting-edge technology with their legendary downhill performance. [\(NSP Pro Deals Page\)](#)



Tecnica is a family of skiers committed to building ski boots that are able to conquer any mountain. Their diverse line of award-winning ski boots offers something for everyone. Whether you are looking for comfort, convenience, or uncompromised downhill performance, they have it all. [\(NSP Pro Deals Page\)](#)



Blizzard has over 70 years of experience making world-class skis. In the last 10 years, they have revolutionized the freeride category with their advancements in flipcore rocker technology. The result isn't just a better ski, it's a total transformation of the skier experience. [\(NSP Pro Deals Page\)](#) +

EASTERN DIVISION

Bridging from OEC to EMT



Working a practical scenario involving vehicle extrication. Photo by Lance Winsome.

NSP patrollers possess Outdoor Emergency Care technician for medical training. Some may also be certified at the EMT or even paramedic level. The Eastern PA EMS Council, which has seven ski resorts within its jurisdiction, recognizes OEC training as equivalent to the Emergency Medical Responder (EMR) certification within the state (i.e., OEC technicians receive a Pennsylvania EMR card).

However, since Pennsylvania started to participate in the National Registry of Emergency Medical Technicians (NREMT) several years ago, any OEC technician pursuing an EMR certification now needs to pass the NREMT EMR psychomotor and cognitive exams.

The desire to have more patrollers become certified as EMRs or higher has become more pressing as ski areas host off-season sporting events such as mountain biking, Tough Mudders, and the Spartan Race, as well as social activities (music and wine festivals). For instance, a mass casualty incident occurred during a Tough Mudder at Bear Creek Mountain Resort in Macungie, Pennsylvania, in which the Bear Creek Ski Patrol and regional EMS enjoyed a seamless working relationship to handle the surge of injured participants.

In recent years, members of several patrols in the Eastern Pennsylvania Region (www.nspepa.org) expressed an interest in bridging from OEC to EMT. Rich and Eric Snyder, a father-and-son team who are patrollers, EMT-Basics, and EMS instructors, along with the Bear Creek Ski Patrol director and the Eastern PA EMS Council, decided that a bridge course was possible for those patrollers who were already certified as EMRs in Pennsylvania.

Eric spent a year researching and developing the course by looking into traditional programs, online programs, educational resources, and the requirements to run an EMT course. He also referenced the comparison of the OEC curriculum vs. EMR and EMT provided by Constance, et al. ("Prehospital Medical Care and the National Ski Patrol: How Does Outdoor Emergency Care Compare to Traditional EMS Training?" *Wilderness & Environmental Medicine*, June 2012, vol. 23,



The fire rescue truck used in drill 1. Photo by Lance Winsome.

issue 2, pages 177-189).

Working in conjunction with the Eastern PA EMS Council, a proposal was drafted and submitted for review by the Pennsylvania Department of Health. After acceptance, a hybrid bridge course was created for experienced Pennsylvania EMR/OEC patrollers to become NREMTs upon passing the written and psychomotor exams. To qualify, candidates had to be active OEC technicians with their patrols and have at least three years of experience, a valid CPR card, and an active Pennsylvania EMR certification.

The six-month hybrid course (~160 hours) consisted of online self-study, classroom sessions (~40-60 hours), and ride-alongs with area EMS squads for patient contacts. Federal Emergency Management Agency National Incident Management System and hazardous materials awareness courses were part of the self-study. The textbook was *Emergency Care and Transportation of the Sick and Injured 11th Edition* (American Academy of Orthopaedic Surgeons, 2017. www.jblearning.com).

The 11 students ranged from 40 to 65 years old, with the average being mid-to-late 50s, and consisted of experienced patrollers from Bear Creek, Blue Mountain, Camelback, and Spring Mountain in Pennsylvania, as well as Sugarbush in Vermont. Their occupations were wide-ranging: a physics professor, pharmacist, police officer, and an auto dealer, to name just a few. Many were OEC instructors, and some were Senior patrollers.

The lectures were given by EMT instructors who are also OEC instructors, as well as guest speakers such as the Bear Creek Ski Patrol medical director and a physician assistant from Rutgers University.

The class took their NREMT psychomotor exam in November. We are pleased to report that there was a 100 percent pass rate, and the course evaluators were very impressed with the skill and confidence this mature group of students exhibited.

The written exam is next; once passed, all will become both Pennsylvania EMTs and NREMTs. Several have already passed their cognitive



Some of the EMT Basic class at Blue Mountain, Pennsylvania. Photo by Sharon Friedel.

exam and are certified NREMTs.

The course was intense, especially since most of the students were working full-time. Many spent at least 50-60 hours riding with ambulances to achieve the patient contact requirement, in addition to classroom and in-field work. The rewards, however, were invaluable. Everyone came away feeling much more confident in their first aid skills, which will translate to better patient assessment and care on the mountain.

The bridge course also benefited the local EMS services who allowed our students to experience emergency care beyond our patrol rooms. The EMS services were so impressed with our students that they requested to cross-train with Bear Creek Ski Patrol. Bear Creek is currently developing an EMS Continuing Education Day for its local squads detailing snow sports injuries and extrication procedures to help familiarize them with the National Ski Patrol.

Because of the relationship developed between Bear Creek Ski Patrol and the deputy director of the Eastern PA EMS Council, Bear Creek Ski Patrol has become a continuing education sponsor. They can host or teach courses that issue EMS continuing education units, including on-hill OEC training, EMR/EMT classes, advanced lift evacuation, and other classes offered at the mountain. This way, participants do not have to rely only on OEC refreshers to receive CEUs.

We encourage other patrols across the U.S. to engage with their local EMS councils to help educate them on what we do as ski patrollers and determine if an OEC/EMT bridge course can be created in their region.

Eric Snyder, EMT-B, EMS Education Coordinator
Bear Creek Ski Patrol, Pennsylvania

Rich Snyder, EMT-B, EMT Instructor
Bear Creek Ski Patrol, Pennsylvania

Al Rattie
Blue Mountain Ski Patrol, Pennsylvania

Nancy Pietroski
Bear Creek Ski Patrol, Pennsylvania

EASTERN DIVISION

Avalanche rescue dogs ... in Maine

In fall 2014, I attended Sunday River Resort's Fall Fest with my wife, kids, and our two golden retrievers. We were amazed at the number of people who flocked around us asking about the dogs and how in many cases this led to larger conversations about the mountain and resort. My original plan for Sonja was field trials and hunting. As a long-time member of the Sunday River Ski Patrol, I now envisioned training Sonja to work with me on the mountain.

Patrols throughout the Western United States and Canada have utilized work dogs in avalanche search and rescue for decades. These work dogs assist with mountain safety education, take some of the rough edges off a corrective conversation with someone skiing on a closed trail, and increase the visibility of the patrol. So why not start a working ski patrol dog program at an Eastern mountain with a focus on guest interactions and conversations regarding mountain safety?

I presented Sunday River Patrol Director Steve Boulanger with the idea of a pilot program to evaluate the use of a patrol dog. I knew Sonja's working potential based on her family history and that her temperament would be a natural fit for the mountain resort.

Working a patrol dog on the mountain is hard work for dog and handler alike. We presented the Sunday River Resort leadership with training procedures, safety education curriculum guidelines, dog training standards, guest interaction processes, and risk management strategies for the program. Resort leadership approved the pilot program in December 2014.

Sonja's initial training focused on introducing her to various noises and types of

surfaces and equipment at the resort. As a young puppy, it was very important to let her explore new things and become accustomed to the resort environment while also learning control and discipline. Once she demonstrated comfort with a surface or noise, crowds and patrol toboggans were introduced. We moved around the lift lines and mountain lodges during slow and busy times in order to experience small and large crowds and maneuvered toboggans around Sonja while having her maintain a sit position.

The most exciting portion of Sonja's training was with lifts and movement on mountain trails. She initially learned to sit and watch gondola cabins or chairs pass by so that she became at ease with them moving near her. We began gondola rides with her sitting by my side. Once she was comfortable with the gondola, we received approval for access to all lifts. The lift rides soon became her vantage point to assess what came next: training for movement on the mountain.

The movement of a dog on a crowded mountain of skiers and snowboarders and varied terrain required us to proceed with safety as our first priority. I created situations where Sonja could safely explore the trails and become accustomed to skiers and snowboarders moving quickly past her. I initially carried her on my shoulders to different trails, attached a 20-foot lead line, and allowed her to explore as people moved by. Once she was comfortable with that, we worked several control and discipline drills followed by training her to travel next to me or in front of me as I skied. The mountain soon became one of Sonja's favorite places to be and the ultimate reward for her.

I followed a cyclical training model that included control, discipline, exercise, new skills, and reinforcement of a known skill. This helped properly channel her drive and energy. It is worth mentioning that we encountered a few safety mishaps during training. My ski edge cut Sonja's paws a few times as I figured out traveling on skis with her near me. Needless to say, I quickly adjusted some of our training



Sonja out on the slopes. Photo by John Kane.

to avoid any similar issues.

We are now in our fourth year working as a team on the mountain. Sonja excels in her role as she interacts very comfortably with people all day. She demonstrates the capability of being on scene with injured guests under my control and, in some cases, provides comfort to an injured person. Sonja's effective control on scene allows me to provide necessary medical care and also assist other patrollers with injured guests.

Sonja is a natural icebreaker. She draws people in, and it is amazing how well known she is to our guests. Working a slow zone or terrain park is certainly a different experience with her by my side. So many people visit and say hello. We certainly enhance visibility with Sonja sitting next to a slow sign. Our presence at various mountain events provides us with a remarkable opportunity to interact with participants, ease pre-race jitters, and look for opportunities to pass along safety education.

We began training for scent tracking in spring 2015, taking advantage of Sonja's incredible prey drive (chasing a ball) and hunt drive (find a ball no matter what). Through continuous training, you learn to understand your dog's body language and movements when they are locked on a scent. Sonja reliably tracks scent over one mile that is aged up to three hours. As she locks on a scent, she aggressively pulls the lead, her tail drops, and her hind legs jump forward with incredible power. I hold on for the ride, carefully watching her behaviors and helping control proper speed.

Our program is a huge success in large part due to the help and commitment of my fellow patrollers at Sunday River, Steve Boulanger, and Sunday River President Dana Bullen. My wife and children have been tremendously supportive with encouragement, patience, and assistance with training. Many of my fellow patrollers have braved cold mountain woods and deep ravines to help train Sonja to track and find them.

Greg Schneider
Sunday River Ski Patrol, Maine



Sonja out on the slopes. Photo by John Kane.

EASTERN DIVISION

Southern Vermont Region hosts Young Adult Seminar



Learning about toboggans at the young adult training seminar. Photo by Chris Tota.

On Jan. 28, 2018, the Southern Vermont Region hosted a young adult patroller training seminar at Bromley Mountain. This event was designed to be a non-stressful, noncompetitive training event to provide top-flight education to the attendees; 13 young adult patrollers from throughout the region attended. There were 15 division and region trainers to staff the event. The Southern Vermont Region provided lunch vouchers for the YAPs, and the resort provided lift tickets, so the young adults attended this event for free.

The YAPs were divided into two groups. One group worked on OEC scenarios, while the other trained on toboggans. The Bromley organizers had thoughtfully arranged for a variety of terrain, including steeps and moguls, for the

toboggan portion.

The OEC session began with an adult performing a thorough patient assessment while the YAPs graded the adult's skills. After the scenario was completed, a discussion was held during which the young adults compared their individual score sheets and reviewed the adult's skills and sequence of assessment and treatment of the injuries observed and detected (including a concealed wound requiring exposing part of the patient's leg).

Six OEC stations were then set up, and the young adults rotated through all six scenarios. Immediate feedback from the examiners was provided upon conclusion of each scenario.

The toboggan-handling session involved both in the horns and tail-rope skills. A few of the YAPs had no prior experience with some of the demonstrated techniques, such as "outside the handles." Under the close supervision of Senior Outdoor Emergency Transportation examiners, the YAPs were able to try out different skills for handling loaded sleds in a mogul field.

After lunch, the groups were reversed — the OEC group switched to toboggan handling and



The group at the young adult training seminar. Photo by Chris Tota.



Toboggan training at the young adult training seminar. Photo by Chris Tota.

vice versa. All who attended agreed this was a successful training event.

Chris Tota, of the Eastern Division Young Adult Program staff, took some photos of the event and posted a video online, available here at <http://bit.ly/edyapregionprograms2018>.

Dick Woolf

Stratton Mountain Ski Patrol, Vermont

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FAR WEST DIVISION

Patrolling the Winter Olympics

The XXIII Olympic Winter Games at Pyeongchang, South Korea, featured 102 events with 2,941 of the most elite winter sports athletes in the world. Six NSP patrollers from Big Bear Ski Patrol (BBSP) in Southern California were selected by the PyeongChang Organizing Committee/Medical Division to be a part of the rescue team for men's and women's super slalom, slalom, and team slalom events held at the Yongpyong Resort. These patrollers were Robert Breit, Richard Choi, Jim Murphy, David Nelson, David Reed, and myself.

We arrived in Pyeongchang on Jan. 29, 2018, by way of airplane, train, and automobile, a 24-plus hour journey into minus 20 F temperatures, but we were full with adrenaline and anticipation. We were greeted at the train station by Mr. Kyungwon Bang, our point person at Pyeongchang, and a fellow Korean ski patroller, REO, now an honorary BBSP patroller, who was our day-to-day point person.

After enrollment and uniform assignment, we saw the Yongpyong Resort and Alpensia Resort (jumping, cross-country, and biathlon) sites. The mountains were majestic, and the runs looked striking, with pitched slopes that looked ominous and challenging. For weeks prior, crews injected water into the slopes to create an ice base for the

athletes for optimum speed. Great news for those wanting to break Olympic records, but a serious consideration for those of us needing to rescue injured athletes on an icy slope with a steep pitch.

We met the Korean Ski Patrol (KSP) Director Song and Medical Director Chang Bae Kong, who facilitated between KSP, BBSP, team doctors, and the IOC. We were broken up into teams of five; each had a BBSP patroller, KSP patroller, doctor, and an EMT.

We had no time for jetlag and worked with our KSP colleagues/medical team to quickly assemble new backboards/headbeds, toboggans, and trauma kits. We were asked to do a c-spine demonstration to NSP and OEC standards. There were some challenges with language barriers and compressed training, but we all had a single purpose: to prepare and be ready for Olympic athletes.

"Patrolling on our sport's biggest stage wasn't pressure enough; we were challenged by brutal weather, different equipment, and a language barrier, yet our mission never changed," said Murphy.

Focused preparation evolved into undeniable excitement as we saw the first glimpse of world athletes. Athlete team trailers for



Patrollers at Pyeongchang, South Korea.

each country and the bus drop-off each morning were right in front of our patrol room! Each morning at 6:30 a.m., we saw a stream of world-class athletes inches away from us. We were especially excited to see our first glimpse of Team USA athletes, including Mikaela Shiffrin.

We started on-hill training to practice rescue scenarios on freshly iced slopes and to test out new toboggans. We learned from the KSP, and vice versa, and both groups also worked well with the doctors and EMTs. BBSP shared its extensive OEC skills knowledge, and in turn we were given extensive briefings on the Olympic runs. We collaborated on the best methods for toboggan handling and on-slope stabilization techniques.

"Better to over-prepare" was our motto; imagine backboarding and toboggan loading a 6-foot-9, 250-pound athlete on an icy slope with minus 36 F temps and 50 mph winds under the watchful eye of hundreds of countries, team doctors, and every single TV network in the world beaming down on you. Hey, no pressure, right?

"My hope for the athletes was that they'd never need our assistance," said Nelson. "Yet we spent days and days training to provide the highest care possible."

The IOC head medical director for the venue requested a demonstration of a full c-spine scenario to evaluate our quality of care and collaboration between BBSP and the Korean team. I was selected as scenario lead, and Richard Choi and two Korean Ski Patrol members rounded out the team. The IOC filmed and audited the scenario, and in conclusion, Dr. Kong stated, "I think we have the best team for first aid at the



Big Bear Ski Patrol members at the Olympics. From L-R: David Reed, Jim Murphy, Tina Choi-Nelson, Robert Breit, Richard Choi, and David Nelson.

FAR WEST DIVISION



Ski patroller Robert Breit with two Canadian Olympic athletes.

Olympics,” to which the IOC medical director replied, “I agree, amazing!”

This was the result of the extensive training we received per NSP standards and the Korean patrollers’ abilities to quickly learn fundamental skills. The IOC medical director, as well as USA team doctors, conveyed how impressed they were with the BBSP/NSP quality of training and thanked us for our presence.

Our hours were grueling, 5 a.m. to 5 p.m., but the energy was electric, and interacting with top ski athletes from all over the world was a



Running a c-spine scenario under the watchful eyes of the medical directors for the IOC (in burgundy jackets).

surreal experience for all of us. We met many, in the chateau, start line, on the course, and at the finish line. Without exception, they were all gracious, and many thanked us for our service. Ultimately, we rescued several athletes, thankfully none with life-threatening injuries.

This once-in-a-lifetime opportunity was made possible by many, but the first open door was important. This would not have been possible without the Korean Cultural Center/Korean Consulate in Los Angeles. Without their facilitation and ongoing advocacy, this would

not have been possible, and we are deeply grateful to Director Nakjung Kim and Manager Seunghoan Roh.

We are also grateful to Mr. Bang, Mr. Song, REO, Dr. Kong, the EMT medical team, KSP, and to each other for contributing to a team effort to be the elite team in rescue skills. We left jobs and families for over a month because we believe in the mission of being a patroller, to safeguard those in the great outdoors. It was a distinctive honor to do so at the XXIII Olympic Winter Games. We left with lifetime memories, newfound friendships with our “One” Pyeongchang Ski Patrol team, and a deep respect and appreciation of why the Olympics is truly the greatest athletic event in the history of our world. I look forward to working toward having NSP members at the 2022 Winter Olympics in Beijing!

Tina Choi-Nelson
Big Bear Ski Patrol, California

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FAR WEST DIVISION

European Ski Patrol Seminar 2018



Laurent, a French patroller, with Squaw Valley patrollers Daniel Howsepian, Greg Lawler, and Bill Hummer at the top of Grands Montets. Photo by Bill Gibson.

Every other year, patrollers from Squaw Valley, California, and a few other patrols in the Far West Division head to Europe for two weeks of skiing. The trip is headed by Daniel Howsepian, a former assistant patrol representative at Squaw Valley. This year, about 30 patrollers, spouses, and friends from Squaw Valley Ski Patrol, Heavenly Area Patrol, and Mt. Shasta Ski Patrol traveled to Chamonix, France, and Zermatt, Switzerland, to go skiing and a whole lot more!

This year's trip was not just about skiing, it was about patroller education. During their time in Chamonix, the patrollers spent the better part of a day with the local patrollers at Aiguille des Grands Montets learning about many of the ways our fellow French patrollers do their job. There were many similarities, but also some differences.

To understand this, you first have to understand that ski areas in Europe are enormous, and all on-mountain rescues are done for a fee, mostly with helicopters. A basic rescue with a patroller and sled costs about 450



The group at the top of Grands Montets. Photo by Bill Gibson.

euros, and if they call for a helicopter that amount goes to 2,300 euros. The good news is you can purchase rescue insurance with your lift ticket for just 3 euros, and that covers everything.

Most of the on-snow operations are very familiar to our members. They use Akjas, and they carry their first aid equipment in a backpack that includes some limited advanced life support drugs. The other education was

on avalanche control and crevasse rescue. They use much larger explosive charges, have a lot of Gazex® systems, and use helicopters regularly. It was very interesting to share and exchange information with them.

One day, the group went with mountain guides to the top of the Aiguille du Midi and skied Chamonix Vallée Blanche, a 23 kilometer trip down the Mer de Glace glacier. This included roping the group together for the descent down a fixed rope to the snowfield, skiing over the glacier, and a review of crevasse rescue. During the descent, the group even saw some people ice climbing. The guides were very informative and related much of the trip to the way patrollers perform at the local ski areas.

The second week was spent at Zermatt. Micaela Saeftel, the division director for the European Division, joined the group for one



Group in the Vallée Blanche about to go through two blocks of glacial ice on trip down from Aiguille du Midi. Photo by Bill Gibson.



Demo of a vacuum board and packaging system. Photo by Bill Gibson.



Bell 429 helicopter used for medical evacuations by Air Zermatt. Photo by Bill Gibson.

day of skiing. She traveled in from Zürich just for the day and was a wonderful guide on the mountain.

Later in the week, the group spent a day with the local patrol. They showed the group everything from their patrol room to rescue equipment and details on avalanche control. They gave the group a tour of the mountain, making stops at avalanche control points, the explosives magazine, and their top patrol huts. After a full day, the group had a much better understanding of the patrol operations in the Alps.

Later in the week, the patrol arranged a visit to Air Zermatt, the company that provides all helicopter rescues on the mountain. A paramedic and doctor showed how they rescue and transport injured guests. They showed the group everything from how they deploy explosives for avalanche control to hoisting injured persons, avalanche search and rescue, and crevasse rescue.

The high point of the day happened an hour later when the spouses of the group witnessed a helicopter rescue of an injured guest by the same team that had showed the group the air base. One of the spouses videoed the whole rescue, which only took five minutes, and the group watched it later, helping bring to life the information they were given earlier in the day.

The European Ski Patrol Seminars have been going on for many years and have even met with local patrols before, but with all the work behind the scenes that Daniel has done, this trip has moved into a whole new direction. In future trips, European members of the NSP will be invited to join the group, and they have also been invited to visit the Sierras and the many patrols of the Far West

Division. Micaela has already committed to coming to the Tahoe area for a visit next year. Some of the group will be headed to Europe next winter to help with training for the European NSP patrollers.

These trips are held every other year in the off years of Powderfall. The group is looking forward to the next trip in 2020,



The type of sled used in Zermatt. Photo by Bill Gibson.



Grant Griffanti tends to Brian Carstensen as Donna Jordan and the flight doctor look on at Air Zermatt. Photo by Bill Gibson.

and now it's up to Daniel to work out the details and lead them back for another great time skiing in Europe.

Bill Gibson
Mt. Shasta Ski Patrol, California

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PACIFIC NORTHWEST DIVISION

Junior Ski Patrol Day at Crystal Mountain



Harper Pelland, one of the new junior patrollers, shows off her certificate. Photo by Christy Pelland.



The group preps the toboggans for use. Photo by Ryan French.



Junior patrollers learn the basics of avalanche rescue, utilizing beacons, probes, and shovels to search for buried treasure. Photo by Ryan French.



Team Green stoked to be heading out for afternoon tree skiing laps. Photo by Blake Kremer.



Volunteer unicorns spread stoke, offered endless high fives, and served up hot cocoa complete with whipped cream and sprinkles. Photo by Ryan French.

At Crystal Mountain, Washington, on Dec. 16, 2017, SheJumps Wild Skills hosted Junior Ski Patrol, a day camp where girls learned mountain safety and first aid while working with female patrollers and SheJumps volunteers. Throughout the day, participants were taught a range of outdoor skills utilized by ski patrollers to keep the mountain safe.

Topics included first aid, avalanche control, snow science, weather stations, toboggans, avalanche rescue techniques, avalanche dogs, and much more. There were also plenty of snack breaks, high fives, and even unicorns delivering hot cocoa!

The day started at 9:30 a.m. with registration, meeting team members, filling pockets with snacks, and making junior ski patroller cards. Next, the girls came to the patrol room for a morning briefing, an introduction to patrolling, and a tour of the aid room.

By 10:30 a.m., Teams Blue and Orange were headed to the summit, while Teams Purple and Green went over to Campbell Basin. All teams started the morning station with first aid. Patrollers led demonstrations in the prevention and care of injuries, role-playing situations that included making splints and stopping bleeding.

Next, teams learned about snowmobiles, toboggans, and why patrollers cache gear on the mountain. This station included finding caches and learning how to load and maneuver the toboggans. For many girls, driving and

riding in the toboggans was their favorite part of the day!

I bet you'd like to know the secret to pulling off successful youth events in the mountains? Well, get ready for it: UNICORNS DELIVERING HOT COCOA! That's right, a team of four unicorns delivered piping hot cocoa complete with whipped cream and sprinkles. I certainly wish those magical unicorns could deliver hot drinks every day!

After lunch, a unicorn carrying avalanche beacons, probes, and shovels greeted each team. The unicorns gave instructions about the buried treasure hunt, and patrollers led the team in how to properly conduct a search. After tracking down the buried treasure, each team uncovered their booty: a beacon and a box of donut holes.

Once the girls had their fill of donuts, all teams hiked through the trees into a secluded area of Campbell Basin. This was a challenge for some of the girls who had never done this level of side-stepping and technical skiing/snowboarding, yet all made it and were greeted by enthusiastic high fives.

After all were settled into the snow, Kim Haft led a presentation on the avalanche dog program at Crystal Mountain, including how they are trained and how the dogs like to spend their summer vacations. Dog handler

Christina Dale ran her chocolate lab, Kala, through a search drill. Everyone sat in silence as Kala charged across the hill searching out the scent. In seconds, she'd found it and began frantically digging, pulling up the sweater that had been buried earlier that day.

The afternoon stations included touring the weather stations and avalanche prevention. At the weather stations, teams learned how to gather weather data and how to read weather reports. This station also included lessons on snow crystals and snowpack layering. In the avalanche prevention station, participants located avalanche starting zones and learned the history behind prominent avalanche paths. Teams discussed terrain assessment, the human factor, and making good decisions.

SheJumps Wild Skills wants girls to learn, have fun, and connect in an encouraging environment with excellent instruction and support from female mentors. Young girls participate in experiences they will remember that will spark a lifetime of passion for the outdoors and will remind them that they are capable of anything. Giving participants, young and old, the opportunity to learn skills in a fun yet challenging setting develops perseverance and fosters confidence.

This was the first event of its kind for Wild Skills, and they are looking forward to bringing it to other mountain communities this season, including Big Sky, Montana; Sun Valley, Idaho; and Alta, Utah. If you're interested in bringing Junior Ski Patrol to your local hill, contact Wild Skills Director Christy Pelland at cpelland@shejumps.org.

Kim Kircher
Crystal Mountain Ski Patrol, Washington

ROCKY MOUNTAIN DIVISION

Loess (less) snow

In a world with what seems like increasingly unpredictable weather, it's sometimes difficult to know how much snow will cover the ground, or if it's even enough to ski. It's certainly more common to see areas only partially open because not enough snow is present to open every run! As a service organization based on winter snow sports, the National Ski Patrol must answer a question: how do we adapt our skills as outdoor first responders to stay viable in a world with unreliable snowfall?



LHNSP Foot Patrol on the savannah. Photo by Blaine Hellman.

The Loess Hills Nordic Ski Patrol (LHNSP), located in the snow-scarce hills of western Iowa, is attempting to answer this question. The original intent of the LHNSP was to establish a backcountry Nordic patrol to work with other patrols and assist other winter enthusiasts on backcountry skis. However, with low levels of snowfall and an inability to produce snow mechanically, our patrol has focused on broadening the scope of its mission.

By what methods can a patrol continue to serve the outdoor public when snow, our *modus operandi*, is more tenuous? The LHNSP may not have all the answers, but we are attempting to at least lay a foundation for our patrol's future operation in a few key areas.

First, we must make sure our patrollers have the flexibility to fit the NSP into their lives. This may sound strange, as the NSP is full of dedicated individuals, but with so many of us working, volunteering for other causes, building careers, and being involved with our families, the calendar fills up quickly. The LHNSP's season spans a full calendar year. Patrolling in the fall, winter, spring, and summer allows our patrollers more flexibility and opportunities to cover their duty requirements beyond our typically short winter season in this part of the Midwest.

Covering a longer season, with and without snow, means we also need to expand our offerings. As a ski patrol, we love getting in the snow, and when snow is here, we patrol our area on skis. It is how we operate on the dirt and pavement, however, that enables us to adapt to unpredictable conditions.

The Loess Hills are a rarity in the world. The large deposits of glacial sediment, known as

loess (pronounced "less"), that make up our area can only be found in one other part of the world. This fine sediment is easily eroded by wind and rain when vegetation isn't holding it in place.

The LHNSP has taken on a key role at our area in working with area management in maintaining these trails. Installing water diversion features slows the flow of water running off the trail and forces the sediment out of the

water so we can reposition it back on the trail, slowing the erosion and preserving the area for our community. We also utilize foot patrols in the warmer months, often giving directions and providing water to thirsty hikers.

Perhaps the largest impact we are making is in our emphasis on education. In February, we hosted a full Mountain Travel and Rescue 1 course that spanned three days. The class included patrollers from other areas and the general public, helping our area attract new patrons to enjoy its oak savannah. We already have a waitlist that almost fills next year's class!

We've also built a modular training workshop series of courses for both the general public and patrollers to provide practical guidance on topics ranging from first aid to navigation. Add to that our presence as emergency responders at special events like the 100-mile trail race each year, and helping with the area's nature events centered on animal and plant education, and you've got a versatile patrol.

The Loess Hills Nordic Ski Patrol hopes the varied responsibilities we work with can help other patrols. Snow will always be our first home, but we can also look for ways to expand to a broader scope of services to meet new patrolling challenges.

The Loess Hills Nordic Ski Patrol hopes that we can work with other patrols and our area management to lay some basic operating procedures that might one day allow NSP members to actively patrol in already established areas and expand to other areas where there has not traditionally been enough snow to ski or ride. Expanding into new geographic areas can provide a broader base of patrollers and allow us to continue growing the NSP to serve outdoor enthusiast communities. +

Blaine Hellman
Loess Hills Nordic Ski Patrol, Iowa



Duckworth Co-Founder and wool grower, John Helle skiing his local Maverick Mountain where he has been patrolling for 30 years!

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SUBARU WINTERFEST



CELEBRATING THE JOYS OF WINTER IN THE MOUNTAINS
BY GEOFF PECK, NSP PARTNERSHIP
ACTIVATION COORDINATOR

The Copper Beach Stage. Photo by Andre Gonsalves.

By the time you read this, there is a good chance you will have applied storage wax to your skis/snowboard and hung them up for the season, and everything is ready to go for summer operations. If your resort is still open and you are currently in the patrol shack, put this article down and take a lap or two for the rest of us.

For passionate skiers, dreaming about winter consumes most of our summer and fall. When winter is in full swing, it is easy to get complacent and fall into the trap of always wanting more; more snow, more sunny weather, or maybe just runs with guests more spread out. Often however, it is the little things you miss about winter. Subaru has been reveling in the small joys of winter for years. They created the WinterFest event series to celebrate winter and the wonderful mountain communities who support it.

This year, Subaru's event team hit the road and stopped at resorts in nine different states. With the help of several partners, they set up a base camp for the weekend that served as the event's epicenter. Subaru worked with Powdr Corp.'s experiential arm, Human Movement, to create two mountain-inspired leisure rigs that were part tiny homes, part coffee shops, and part sun decks fashioned with Adirondack chairs and a full Harman Kardon audio system. When guests arrived, they were greeted with coffee, hot chocolate, and cinnamon rolls. There were several Solo Stove firepits dispersed about that provided warmth and doubled as s'more stations.

Throughout the weekend, there were plenty of Subaru owner perks, daily drawings, and live music for those who needed to simply kick back, catch their breath, and rest their legs. Visitors could also see and learn about the latest Subaru vehicles perfect for the skiers' lifestyle, like the Outback, Forester, Crosstrek, and even the all-new Ascent at a few stops.

Subaru also uses the tour as an opportunity to show their commitment to safety and adventure. Teaming up with the National Ski Patrol, Subaru sends patrollers and their dogs to the Wasatch Backcountry Rescue International Dog School, donating \$1 to the Subaru National Ski Patrol Avalanche Rescue Dog Scholarship Fund for every information form received at Subaru WinterFest. Designed for teams whose resorts cannot afford the schooling, the scholarships cover the costs of tuition, food, and board.

Over President's Day weekend in February 2018, Subaru WinterFest took over Copper Mountain in Colorado. An hour before the lifts opened, ski technicians from Nordica and Lib Tech were already busy outfitting skiers and riders in their latest and greatest gear. Copper's ski patrol and mountain host teams were busy making final preparations as guests lined up for first chair. Copper had received some snow earlier in the week, and there was excellent coverage. As the day warmed, the snow softened, and there was terrific skiing to be found all over the resort. While the Subaru base camp had activities going on all day, the event is still very much focused on guests skiing and riding with family and friends.

Later in the afternoon, weary skiers and riders headed over to Copper's Beach Stage where Bleachers, an indie pop band from New York City, performed. The beer taps started flowing, and the music started to reverberate off the beautiful mountain backdrop. Thousands of people congregated around the stage and were treated to a memorable show. Bleachers are comprised of five musicians and led by three-time Grammy award winner Jack Michael Antonoff. They played for a little over an hour until dusk crept in and

the temperatures started to fall.

After the concert, the crowd headed over to the Woodward Copper Barn to continue the festivities. Woodward is a youth-inspired action sports camp and community with world-class facilities across the country. Guided by expert instructors, participants excel in their sport based on Woodward's disciplined approach to progression. Woodward facilities attract top athletes from multiple disciplines who train for competitive events such as the Olympics, X Games, and other international competitions. Nordica-sponsored athletes Dale Talkington and Lupe Hagearty joined in the festivities, facilitating skiing and riding sessions with the kids, playing dodgeball, and signing autographs.

Subaru certainly knows how to put on an incredible event that provides guests with a memorable experience. The Copper Mountain staff did an excellent job making sure everything ran smoothly and that guests had a wonderful weekend of skiing. Above all, Subaru WinterFest is about the memories you make and the relationships you build with others in the mountains. Stay tuned for details about next year's Subaru WinterFest locations. +



The Subaru leisure setup at Copper Mountain Resort. Photo by Andre Gonsalves.



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FIPS RUSSIAN REFLECTIONS



Looking out the gondola rising out of the Rosa Khutor valley going to the Olympic Village. Photo by Jeff Cripps.

FROM SOCHI WITH LOVE BY JEFF CRIPPS, BOYNE HIGHLANDS SKI PATROL

Arriving at the Moscow airport on a cold, snowy morning, I did not know quite what to expect, despite having attended numerous international ski patrol meetings over the past 24 years. This year's FIPS Congress (Fédération Internationale des Patrouilles de Ski) was held in Sochi, Russia, at the Rosa Khutor Ski Resort, site of the 2014 Winter Olympics. I quickly found out that I needed to learn the Russian word "спасибо" (pronounced "spasibo"), which means "thank you." Our Russian hosts were most gracious and excited to have ski patrol delegates representing 16 different countries visiting their premier ski resort.

Sochi is the closest big city to Rosa Khutor and is on the shore of the Black Sea. It is Russia's largest resort city and has a subtropical climate, with hot summers and mild winters. Many rich and famous Russians have lived or vacationed in Sochi since the early 1900s. Rosa Khutor is located 50 kilometers away in the Western



The author and his wife, Barbara, in the Olympic Village at Sochi.

Caucasus mountain range. It is a large area with over 18 ski lifts, including seven gondolas. With a vertical drop of 4,278 feet and over 77 kilometers of ski runs, there was plenty of mountain to explore. For the most part, the area looked like many European ski areas. The area hosts over 11,000 skiers per day, and everyone seems to have the latest in ski equipment and clothes. The main difference was hearing Russian being spoken everywhere.

Fédération Internationale des Patrouilles de Ski (FIPS) is the international organization representing ski patrol and associated ski safety organizations, with membership from throughout the world. FIPS was created in 1979 as the world forum for ski patrollers to meet, exchange ideas, and compare the latest in patrol techniques on a regular basis. FIPS is supported by national patrol organizations, both large and small, to provide the necessary input and to

“*Fédération Internationale des Patrouilles de Ski (FIPS) is the international organization representing ski patrol and associated ski safety organizations, with membership from throughout the world.*”



From L-R: Jim Woodrum, Meegan Moszynski, Barbara Cripps, and Ann Gassman at the FIPS opening ceremony, where Jim and Meegan were the U.S. flag bearers. Photo by Jeff Cripps.

offer potential solutions to patrolling issues. Former NSP board chair Jim Woodrum and NSP Executive Director Meegan Moszynski led the United States delegation, which consisted of 12 patrollers. Jim and Meegan presented the United States flag at the opening ceremonies, which involved a parade of nations, each country with their own flag bearer. Local entertainment, food, and drink rounded out the morning's activities. The rest of the week's formal activities included the FIPS board meeting, on- and off-hill sessions, free skiing, and evening parties.

Typical agendas at the FIPS Congress involve informational sessions in the classroom and on slope. There were 75 attendees this year, and all stayed slope side in the Olympic Village. Seminars included medical and legal issues and practical sessions demonstrating use of a backboard and other first aid skills.

On-slope activities included a tour of Rosa Khutor snowmaking facilities, chair evacuation demonstrations, an avalanche search dog exercise, a tour of the Olympic runs on the mountain, and Gazex® avalanche control devices with a live demonstration. Gazex® devices are installed at key avalanche points high up on the mountain and look like a large curved pipe pointed downhill. When the avalanche danger is high, these devices fill with propane and are remotely triggered to create a powerful air blast. I can personally attest that these devices create a very loud bang when they are set off!

While Rosa Khutor looks like a ski area in Europe, my wife, Barbara, and I were gently reminded we were in Russia when we visited a mid-mountain restaurant one day during skiing. It was a snowy day that morning, and we were looking forward to taking a break. After taking off our skis, we walked up to a large porch leading into the modern-looking restaurant. Once inside, a stern-looking woman started speaking to us in Russian and pointed at our feet. She ushered us back out to the porch, where she pointed out a bucket, right smack dab in the middle of the porch, with brooms in it. We learned quickly to clean off our ski boots before entering! We tried our best to apologize in sign language while looking contrite. Making our way back into the building, this time with clean boots, we enjoyed a wonderful lunch and view of the surrounding mountains.

While the formal on- and off-hill sessions are very informative, it is the evening parties where the most important work is done. The official theme of this Congress was, "The world working together to improve safety and enjoyment in the mountains." Traveling all over the world, the one consistent thing I have found is that there are good people everywhere. World politics aside, what these 75 delegates all had in common is that we are all ski patrollers first.

The tradition at FIPS Congresses is for different countries to host a party during one of the first four nights. These parties involve a little bit of eating and drinking, forming

new friendships, and trading pins, hats, and fleeces. Rosa Khutor was no different. Monday night was the United States party, with Jim and Meegan hosting a great event and forming new relationships with our fellow ski patrollers from all around the world.

Tuesday night was Russia night, and our hosts treated everyone to a traditional Russian music group, a local folk dance group from Sochi, and food and drink. Wednesday night was slightly different, as Scotland, Spain, and Sweden formed a coalition to host that evening's festivities.

The Romanians hosted Thursday night, and boy did they come prepared this year! Local Romanian food and drink were brought in, and it made for a memorable night of trying new foods, meeting new friends, and learning new dances.

The Congress concluded with a formal gala on Friday night, and our Russian friends put on a wonderful night of Russian food, drink, and dancing. They also announced where the next Congress will be and presented the FIPS flag to the next hosting country.

The next FIPS Congress will be in Bariloche, Argentina, Sept. 7-14, 2019. The delegation from Argentina is very excited to host the next FIPS Congress and proud to show off Bariloche Ski Resort to the rest of the ski patrol world.

Once again, to our Russian friends, СПАСИБО! +

FROM THE *Director's* CHAIR

BEN HABECKER, SKI PATROL DIRECTOR
AT ALYESKA RESORT

BY ERYKA THORLEY

Continuing with our “From the Director’s Chair” column, in this issue Eryka Thorley turns north to chat with Alyeska Ski Patrol Director Ben Habecker about patrolling, 635 inches of annual snowfall, and some of the most beautiful sunsets you will ever see.

Originally from Grand Rapids, Michigan, Habecker started at Alyeska in 2003 after an introduction to ski patrolling and an OEC class in the Colorado Front Range. In talking with Ben, you quickly realize his deep passion for what he does and his great appreciation for the Alaska mountainscape and oceanside views. After chatting with Ben and hearing more about Alyeska, I’m ready to move north to the land of big mountains, deep snow, and fresh salmon.

SPM: How long have you been the director at Alyeska, and how long ski patrolling overall?

BH: Alyeska was my first ski patrol job in 2003. I became interested in ski patrol by shadowing ski patrollers at Loveland in Colorado. I did my medical training at Clear Creek EMS service in Colorado in their OEC class and then went up to Loveland and was working in various departments. I’ve been the director here at Alyeska since 2010.

SPM: Did you move up the ranks at Alyeska?

BH: I started at Alyeska as a lift operator, tram operator, and volunteer patroller my first

season, 2003-04. The next year, I got a job as a basic patroller on the pro patrol.

SPM: How did you end up in Alaska? In Alyeska?

BH: I came north to Alaska in search of steeper mountains and deeper snow. If my Colorado patroller friends get mad at me for saying this, they’ll just have to come visit!

SPM: What first got you excited about ski patrolling?

BH: I started skiing when I was about 10 years old. I would have to ask my mom to confirm that, but I started back in Michigan where I grew up. My mom was a skier and got me into it. She taught me everything I know.

SPM: Where did you first put on skis?

BH: Timber Ridge was likely the first ski area that I skied. Cannonsburg Ski Area is where I first consistently skied, as I’m originally from nearby Grand Rapids, Michigan.

SPM: What is the thing that keeps you coming back year after year to patrol at Alyeska?

BH: The basic job, working outside, and the duties of ski patrol are what keeps me coming back year after year. Being able to help people and the patrol family are what really make this job unique.



Alyeska Ski Patrol Director Ben Habecker. Photo by Heather Thamm.

SPM: What makes Alyeska unique?

BH: Our inclement weather. I haven’t skied at every ski resort in North America, but have toured many of them and have heard many stories about other resorts, but what I’ve experienced here at Alyeska is 100 mph winds one day to clear blue skies and no wind the next. We experience rain to 4,000 feet, which is above our peak, or it might be 10 below zero and the next day 40 above. We have the potential for heavy snowfall and all of the above: high winds, heavy rain, and lots of sun.

SPM: Can you describe Alyeska for those that may not be familiar with it?

BH: Alyeska is just outside of Girdwood, Alaska, and nestled along the edge of Chugach National Forest, which is 10,800 square miles of glaciated mountains that are beautiful. We also look over the ocean at Turnagain Arm. (note: When asked how to spell Turnagain, Ben responded with a great explanation of this inlet: “It’s as if a boat turned into the inlet and



Avalanche rescue dog Kilo and his handler, Stacie Lordan, are part of the avalanche rescue team at Alyeska. Photo by Ralph Kristopher.



Rescuing a dog, Kobuk, who tumbled 800 feet down the double black diamond chute called “The North Face Chute.” Photo by Sybille Castrol.

had to turn again and again because the tides kept changing.”)

SPM: How many patrollers do you have at Alyeska? Full-time, part-time, volunteer?

BH: I have 56 pro patrollers, plus 65 volunteers. Of those 56, I have 34 full-time, and the rest are varying part-time.

SPM: How many new patrollers do you hire each year?

BH: I would say on the pro side probably two a year. The volunteer side, we average about five a year.

SPM: What does your rookie training typically entail?

BH: We definitely have patroller levels that people work through. Approximately one-third of our internal curriculum is based on NSP and basic patroller training (skiing skills, sled skills, etc.). The rest is based specifically on Alyeska things such as higher angle sled training, rescue, self-evacuation, belay techniques, avalanche training, and all of our specific terrain training. We go through the basic avalanche training with rescue and class work, but then we specify to our mitigation work and terrain. It probably takes a full year for basic training.

I don't hire someone brand-new to patrol. I have a position at the entry level of patrol called trail crew, and they set up markings in slow zones and around the mountain. Then after they've gained some experience, we start expanding these skills and training them into more specific patrol work. If someone comes in with skills, then we will take their skills and experience into consideration and work with them directly to figure out where they fall into our curriculum and go from there.

SPM: What is your annual snowfall? With this in mind, when is typically the best time to ski Alyeska?

BH: 635 inches is our average annual snowfall. I would say everyone has different preferences and for different reasons — as an example, Christmastime is the darkest time of the season, with short days, Northern Lights, and long-lasting sunsets due to the low angle of the sun.

That is another thing that makes us unique, our sunsets. Some people like the spring, say April, because we have 18 hours of sunlight that time of year with daylight until 10:00 at night. We have lazy operating hours because of this; we don't open until 10:30 a.m., and we close at 5:30 p.m., which is different than most of the Western U.S. ski resorts. Thursday, Friday, and Saturday nights we are open until 9:00

p.m. into mid-March, and you have daylight until then. For example, right now we are gaining six minutes a day of sunlight (early February).

Personally, I like March skiing the best because our snowpack is near its highest point for the season, most of our terrain is open by then, and there is a good balance between long light sunny days and being able to still catch the Northern Lights.

SPM: With a ton of snow and steep terrain, what does your avalanche mitigation look like on the mountain?

BH: Let's use a few different descriptions here ... four chairlifts, one tramway, 2,500 vertical feet. Our base area elevation is 250 feet. The lower half of the mountain is below treeline skiing with trees all around; the other half is above treeline bowl skiing, so we have significant terrain and significant avalanche terrain above the ski area and surrounding it.

This is where our artillery comes in. We have three active 105-millimeter howitzers. The upper-mountain gun is on its own custom mount, and the two others are on their original wheels from their military days and are in buildings to keep them warm and protect them from the elements. We have hundreds of designated avalanche paths, and our artillery has hundreds of different shot points, let alone hundreds of other smaller avalanche paths that we hit on skis with ski cuts if small enough; once it reaches a certain level, we use hand charges. We have the whole mountain detailed with where we do what, and we operate with a forecast each morning and a specific plan for the day. Overall, we start from up above with artillery and then move to hand charges and then ski cutting.

SPM: Who's the longest-running patroller on your mountain?

BH: Our longest-running patroller is David Skitt, and he joined the NSP in 1960 at Alyeska. Alyeska opened in 1959, so he's been here since basically the beginning. He's not in a skiing position anymore, but he still rides the tram up, and he's now in his 80s. He operates as our dispatcher every weekend and all summer as well. He helps out with our mountain bike program as well. He is the voice of our patrol, no question, and only stopped skiing about two years ago.

SPM: What's the average years on your patrol; it doesn't sound like you have a lot of turnover.

BH: I would guess it's probably 10 years. We have lots of institutional knowledge within our patrol, which makes my job easier.



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A quiet operations day on the Glacier Bowl Express. Photo by Ralph Kristopher.

SPM: Do you have a young adult patrol program?

BH: We had a junior patrol program for a few years, and this year put a pause on the program. We had a lot of interest, so we are taking a year off to re-evaluate the program. It will likely be back this next season.

SPM: What is the most challenging call that your patrol has recently handled?

BH: We had a teenager go into the trees off of a cat track. He did a wall hit on his left, and when he came back down he failed to stop and went over the edge, which was heavily wooded and very steep (50-55 degrees). He bounced from tree to tree to tree, and the ground cover was pure ice. Our patrollers had to use crampons to get down to this kid, who was unconscious and folded around a tree. It took just about an hour for our patrollers to belay themselves down to him, secure themselves, and splint this kid's injuries, get a sled down to him, and then lower it down to the next cat track below where they could get off the ice and back to snow. The patient was then helicoptered to Anchorage and survived.

SPM: What is the required medical certification and experience for your paid and volunteer patrollers?

BH: OEC is required for both pro and volunteer. Of the 56 pros, about 25 have additional EMT I-II-III (a certification exclusive to Alaska), paramedic, or physician assistant licenses.

SPM: Do you have medical pros on the mountain? What is their training level, and how do you utilize their support and experience?

BH: The closest thing we have to regularly scheduled advanced care is our hill doc program. We have about 12 of them, and they are not scheduled. They are emergency room

physicians in local hospitals up in Anchorage and do a minimum of six days a year for us. Our MVP hill doc put in about 20 days last year. These physicians are a super valuable resource for us, and we include them in our OEC refreshers, and we have them audit our classes in the fall as part of their commitment.

SPM: What are some of the traditions on your patrol?

BH: We have a rig pig award, which is in reference to toboggans and who drives the most sleds. There is a most on-scene award, and the most citations handed out gets an award.

SPM: Most citations? What does this entail?

BH: Someone that skis out of bounds gets an in-house violation card, and depending on the severity of the incident and if it gets the point across, then we leave it at that. Maybe we keep them off the slopes for a few days. If it's really bad, then we notify the Department of Natural Resources, which we operate under a permit from, and then they issue an actual citation for the person. We essentially act on behalf of the Department of Natural Resources when enforcing rules on the mountain. We'll still call the state troopers and local police if we need to.

SPM: What's the funniest tradition you have at Alyeska?

BH: We have an end of the season party called the Patrol Olympics where we invite other departments and form teams to compete against each other in a number of events. Events change every year, but as an example, we might plant some bamboo and provide ropes and see who can tie up a rope line the fastest. Or we've had a beer can toss where we have a bucket 20 yards away and see who can get the most cans in the bucket — a lot like horseshoes.

SPM: How much of your patrol's time is spent on medical calls? How many calls do you typically run in a year?

BH: Our overall incident rate is on the low side. We probably average 500 to 550 a year, and then we do an additional 50 calls in the summer from the bike park or on the hiking trails. Most of those summer or winter calls occur on the weekends. We see 180,000 skier visits annually. That is probably pretty small compared to bigger resorts in the West or East.

SPM: Do you have summer operations at Alyeska?

BH: We have a bike park that opens in early June and runs through Labor Day. It is open three days a week (Friday, Saturday, Sunday) with three chairlifts running. The tram runs all summer for foot traffic, with hiking trails all over the mountain. There are probably 20 miles of trails or so, and we have 12 pro patrollers that work all year and 25 volunteers.

SPM: According to the National Oceanic and Atmospheric Administration (NOAA), the Arctic is warming at least two times faster than the rest of the world. During your 15 years at Alyeska, have you noticed changes in weather and snow patterns?

BH: The snow patterns appear to have changed over my time here at Alyeska. Based on the evidence we have seen in the last 4-5 years, our base area snowpack is getting thinner and thinner as a byproduct of our temperatures getting warmer and warmer. Our rain line has crept up the mountain each year. Our average snowfall is taken from the top of the mountain, midway, and at the base, and when you analyze these numbers the precipitation is staying similar, but the amount of snow is changing.

The snow at the top of the mountain is similar, with the mid-mountain levels dropping slightly and the base area numbers dropping drastically. As a result, we are seeing more people put away their cross-country skis and take up snow biking because there is mud throughout the season. I think any bike shop in the Anchorage area could give you numbers for the increase of fat tire snow bike sales in this area.

At a personal level, I'm not using my snowblower as much as I did five years ago. I've been using my snowblower in my driveway at home less and less over the years.

SPM: Thanks so much Ben for taking the time to talk with us at SPM. Is there anything else you would like to add?

BH: There is a lot that makes this place really special, and it's hard to pick a few words to describe it. It would be hard to find a ski area with a prettier view. +

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THE VALUE



Getting ready for toboggan training. Photo by Scott Brockmeier.

OF VOLUNTEERS

A SKI PATROL DIRECTOR'S PERSPECTIVE ON VOLUNTEER PATROLLERS

BY KIM KIRCHER, CRYSTAL MOUNTAIN SKI PATROL DIRECTOR

A SKIER IN A COMMUNITY OF SKIERS

Several decades ago, on the cusp of my 18th birthday, I needed to choose a cause. As an adult, I would put away childish things and volunteer my time for something I believed in. I decided that by the time I became an adult, I would start volunteering my time to benefit others. My parents were ski instructors, and each winter weekend of my childhood was spent in either a cramped bunk in the ski school shack or a tiny trailer in the parking lot. I was a skier in a community of skiers.

Through this lens, I quickly decided that I'd "give back" on the slopes. I tried out for a volunteer ski patrol in the spring of my senior year in high school and joined the

NSP when I was a freshman in college. I celebrated my 18th birthday in the Crystal Mountain Ski Patrol locker room. It was thrilling to be a part of an organization that helped people while getting to ski all day. It felt like a win-win.

A few years after I graduated college, I decided to become a full-time paid patroller for a season while I sorted out my life plan. That single season turned into several, and now I'm on my 30th season in that same patrol locker room, where, as it turns out, I've celebrated my 21st, 30th, and 40th birthdays. In my current position as patrol director, I have a high-altitude viewpoint of the entire patrol operation. It still amazes me that so many quality human beings

volunteer their time to help us do our jobs.

In the past few seasons, a few ski resorts got rid of their volunteer patrols in favor of a paid staff. In the wake of what may become an industry trend, I'd like to make a plea for the value of volunteers.

A CASE HISTORY

The National Ski Patrol is celebrating its 80th anniversary this year. An organization that started entirely as unpaid patrollers, it still remains 70 percent volunteer; 97 percent of ski areas have members of the NSP, and 94 percent of all patrollers are NSP members. The NSP currently has approximately 30,000

“It still amazes me that so many quality human beings volunteer their time to help us do our jobs.”



Enjoying the bluebird sky at the patrol shack. Photo by Candace Horgan.



Scoping a cornice. Photo by Candace Horgan.



Patrollers slowing down guests. Photo by Candace Horgan.

members; about 27,700 of those members are volunteers. Over the past three decades, the numbers have increased slightly; however, most of that growth is due to paid patrollers joining the NSP and previously unaffiliated ski areas joining the ranks.

When Crystal Mountain opened in the 1960s, U.S. Forest Service snow rangers oversaw the avalanche mitigation program, utilizing a small cadre of paid patrollers for hand routes. The ranger would fire the howitzers, and the patrollers would use smaller explosives. The USFS phased out avalanche mitigation duties in the early '80s at Crystal.

At this point, the paid patrol was still a small group of 10 patrollers, including the patrol director. Until the early 2000s, the volunteers ran the show on the weekends, and the paid patrollers would come in just for avalanche mitigation. When I started as a volunteer, the “pros” and the “vollies” had little interaction. Wearing separate uniforms, shouldering disparate duties, working entirely different schedules, the



Snowboard patroller enjoying the day. Photo by Dave Engle.



Relaxing at the patrol hut. Photo by Scott Brockmeier.



Two patrollers enjoy the bumps. Photo by Dave Engle.

pros were a breed apart.

When Boyne Resorts bought Crystal in 1997, John Kircher, the new general manager (who would later become my husband), had a new vision of managing terrain. Instead of keeping the Southback and Northway terrain pods closed until the weekends, he wanted the entire mountain open every day. The paid patrol numbers blossomed to cover avalanche mitigation routes, which nearly tripled when opening the additional terrain.

At this point, there was talk of transitioning all or some of the volunteers into part-time paid staff. Peter Schwartz, who had just taken over as the volunteer patrol director, knew his crew wouldn't want the pay.

"It's not about the money," he says. "I

already have a job. I'm volunteering my time for something I love."

Kircher claims that while he didn't want to get rid of the volunteer patrol, in light of operational changes, as well as the financial situation of the company, "We needed to make some changes to the patrol."

The volunteer patrol was scaled back from about 150 members to 100 members, while the paid patrol gained about 10 positions. A handful of volunteers became paid patrollers at this point. I, myself, had already made the switch from volunteer to paid patrol, and a few of my colleagues did as well.

In 2015, only 25 percent of Americans volunteered even a single day of their time. The NSP is working to attract a younger generation of patrollers. In this age of

distraction, they try new options like the hybrid OEC course, and NSP Executive Director Meegan Moszynski is open to new ways to attract candidates.

Moszynski states, "Millennials are interested in giving back, but they are not always interested in devoting all of their time to volunteering for one specific thing or volunteering long-term. We see them getting engaged in a more short-term way or by donating money and therefore checking that 'giving back' box in a different way than other generations."

THE HEART OF A PATROLLER

Today, Kircher says he is extremely appreciative (of the volunteers).

"They are an essential part of making the mountain run on busy weekends and



Camaraderie at the patrol hut. Photo by Dave Engle.



Dropping in for a group ski of the bumps. Photo by Candace Horgan.



Adjusting tower pads. Photo by Candace Horgan.



Scoping out two peaks in the distance. Photo by Candace Horgan.

holidays. It amazes me that such highly qualified people want to come work so hard. I hope this volunteer spirit never changes.”

Moszynski adds, “All patrollers have passion and dedication to patrolling, but it can be different for volunteers than pros. Volunteers have done it for decades, and they take immense pride in their work. They have dedicated so much time, they have taken part in trainings, and they often become instructors in order to bring in new volunteers. Their passion is a huge part of it. For volunteers, this isn’t their day job, and their passion and dedication can be so much more pronounced because of that. The fact that they’re spending so much of

their free time training and volunteering is pretty remarkable.”

Schwartz agrees, stating, “It’s not about the money. That changes for me if I’m an employee. It’s how I view my role and what I’m doing here. It’s not about the season pass, either. It’s about passion and dedication and being a part of a great community.”

While most people who work Monday through Friday, Moszynski claims, “say thank God it’s Friday, now I get to play, volunteers come up to the mountain to patrol.”

When I was in high school, my chemistry teacher, Laurie Macartney, spent her weekends volunteering at Crystal. It was

the snowy pictures on her desk and her encouragement that ultimately led me to become a patroller. Laurie once told Schwartz, as they were driving to the Miller Memorial Awards dinner, of which they are both recipients, that, “You don’t need to be the strongest skier (to be a part of the team). You need to have the heart of a patroller.”

When selecting patrol candidates, Schwartz still asks himself: does this person have the heart of a patroller? He defines this heart as someone who is “excited to be here as a patroller. He or she might have different ways of showing it. Some are passionate about sled running,

others are more interested in the first aid. Still others love to teach others and become mentors and instructors.”

Macartney would play a role in the addition of another patroller at Crystal Mountain. It was January 2006, and Steve “Swany” Swanson was skiing with a friend at Crystal. He’d been a part-time ski instructor in the past, and wondered if he should go back to instructing or perhaps join the volunteer patrol. It was a powder day, and Swany had just skied down West Face to wait at the bottom for his friend. The snow was deep, and his buddy was struggling to get down in the heavy snow.

As he watched his friend, he saw a man waving his arms halfway up the slope. The man was Laurie’s husband, John, and he was trying to pull her out of a tree well, but John didn’t recognize Laurie’s skis. John thought he was pulling out a stranger. Swany doesn’t really know how he was able to climb up the slope through the deep snow. He only knew that someone desperately needed his help, and Swany somehow crawled on his knees to the tree where John was frantically digging.

When he arrived, Swany helped John as they worked to free Laurie. Her body was

deep in the tree well, and each time Swany pulled up on her ski boots, his own legs sunk deeper into the hole. Finally, on the count of three, they pulled her free, but Swany feared it was too late. That’s when he heard John say, “Oh my God. It’s Laurie.”

She wasn’t breathing, but Swany thought he detected a faint pulse. “Who’s Laurie?” he asked. Another skier, who had hiked up behind Swany, said, “Laurie is his wife.” Swany directed John to start rescue breathing. Even though John and Laurie had been volunteer patrollers for decades, John needed Swany’s urging to kick-start him into action.

They needed to remove her helmet, and as they did so, the world shifted for Swany; he too knew Laurie, but in the heat of the moment, he hadn’t recognized either her or John, who he at least knew of. Up until that moment, he’d been helping strangers. Now he was helping two people with mutual friends. Swany didn’t know them well, but they were members of the same ski lodge and had crossed paths. Laurie was fighting cancer, and when they removed her helmet, he realized that he’d seen that bald head. During her valiant fight against cancer, Laurie had never tried to hide her baldness, and now it was the distinguishing feature

that Swany recognized.

While John gave Laurie rescue breaths, Swany took in the scene. “I was holding her head when she blinked her eyes,” Swany recalls. Laurie regained consciousness. Later, after Laurie was taken down in a toboggan by others who knew and loved her, Swany was approached by another patroller, thinking Swany was a doctor who had stopped to help. “No,” Swany responded. “I’m in construction.”

A seed was planted; Swany decided to try out for patrol, thinking, “I might be good at it. Maybe this is a sign that I should try it.” Swany joined the volunteer patrol the following season and now acts as a sled trainer, passing on his passion for helping others to new candidates.

GIVING BACK

Schwartz believes that volunteer patrolling has both intrinsic and extrinsic rewards.

“It’s not a cult,” he says with a smile. “But in addition to individual rewards, you belong to a group who shares your core values and beliefs. There’s always someone to ski with, to vacation with. We help each other out.” When Schwartz broke his leg skiing, a fellow patroller came over and mowed his lawn.

In a special health report published by Harvard Health Publishing, volunteerism was linked to greater happiness. Researchers at the London School of Economics found that the odds of being “very happy” rose 7 percent for those that volunteered monthly and 12 percent for those that volunteered every two weeks. The increase in happiness among weekly volunteers was 16 percent, which is comparable to an income increase of \$75,000–\$100,000, the researchers found.

Volunteering, at its best, builds lifetime bonds. At Crystal, dozens of patrollers have found their future spouse in the ranks of their fellow volunteers. Ski patrol is like a family, and once you’re a patroller at Crystal, as Schwartz will tell you, “You’re always a patroller.” It also shapes you who are.

In my experience, it means something to say, “I’m a patroller.” While this is true whether a patroller is paid or not, there’s added value to volunteering. Further, I can’t think of a better place to find your sense of purpose than on a mountain helping others who are injured, scared, tired, or just in need of some directions.

“The camaraderie motivates volunteers,” Moszynski claims. “The more you do it, the more you love it.” If someone offers you an



The advertisement is a composite image. On the left, a skier in a red jacket and blue pants is shown in a dynamic pose on a snowy slope. On the right, a roller skater in a black shirt and shorts is shown on a paved surface. In the top left corner is the National Ski Patrol logo. In the top center, a black box contains the text "DON'T LOSE YOUR EDGE THIS SUMMER" in white. In the top right corner is the Rollerblade logo. Below the roller skater is a caption: "BRENNAN RUBIE Former US Ski Team member and ripping skater". In the bottom left corner, a pair of black and red Rollerblade inline skates is shown. In the bottom right corner, the text reads: "BEST GEAR FOR OFF SEASON TRAINING Connect your winters with Rollerblade® brand inline skates. Visit rollerblade.com to learn more."

opportunity to get paid nothing and wake up at 4:30 a.m. to do so, she says, “It’s hard to believe how or why people want to do that, but that challenge and that camaraderie make it all worthwhile. It’s tough work, but it’s rewarding in so many ways, and that makes you love it more.”

She recognizes that many people don’t “get” the passion and dedication involved in patrolling, but as all patrollers know, “Either you get it, or you don’t.”

As Laurie Macartney might say, “You either have the heart of a patroller, or you don’t.”

PAID VERSUS VOLUNTEER

As the director of the paid patrol, and having begun as a volunteer, I have a unique perspective. Most weeks, the paid patrol looks forward to the weekend when our ranks swell with enthusiastic volunteers. These fellow patrollers are volunteering their time to help us do our jobs. Most Saturday mornings, you can hear the refrain, “Thank God for the volunteers.”

When it comes to the relationship between ski areas and NSP patrollers, the patrollers are agents of the ski area.

“We have a Joint Statement of Understanding (JSOU) with the National Ski Areas Association (NSAA), which does a great job outlining the relationship between our patrollers and the ski areas,” Moszynski explains. “Basically, NSP members act as agents of their ski area and follow the direction of ski area management. NSP does not manage patrols. NSP provides training and credentials to our members who then go out and obtain a position at a ski area and report directly to that area. The area is in charge of management, setting protocols for operations, and determining the standard of care. NSP sets the standard of training. Because of this dynamic, the ski area is expected to protect its agents (paid or volunteer) if a legal issue does arise.”

Crystal is a day ski area, and our guest numbers can fluctuate from less than 1,000 guests on any given Tuesday to six or seven times that on a busy Saturday. We need a workforce that can ebb and flow with the public tide. Unlike rentals or the cafeteria, the ski patrol cannot rely on a transient workforce, one working simply to buy a new snowboard or receive a free season pass. Ski patrol needs highly skilled, motivated employees who care about the safety and well-being of our guests. Crystal could not operate without our volunteer patrollers. Many are high-level managers, doctors, and construction workers in their

day jobs.

“You’d lose diversity,” Schwartz states of losing the volunteer patrol. “An all-paid patrol would tend to be younger, less diverse. Volunteers bring life experiences.”

Arapahoe Basin Ski Area in Colorado and Park City Mountain Resort in Utah recently eliminated their volunteer patrols. A-Basin’s decision stemmed from operational changes, and the volunteer patrol knew at the start of the 2016-17 season that it would be their last.

The Park City decision came as a surprise to the volunteers. Moszynski has been told that the decision came from Vail Resorts, which bought Park City in 2014.

“The volunteer patrol didn’t see it coming, and many folks were confused as to why the decision was made,” she explains. Moszynski doesn’t know yet if we will see a trend in the ski industry to move toward paid patrols, or if that decision lies with Vail Resorts as a company. Whistler Blackcomb and Stowe Mountain Resort, both owned by Vail Resorts, have large volunteer patrols.

“Many volunteer patrollers have been around for decades, and losing those folks can mean

losing a lot of institutional knowledge,” Moszynski believes. “Beyond the numbers, you can lose experience and passion when you lose volunteers. Every ski area must make their own business decisions.”

While the legality of volunteering varies by state, the economics are interesting.

“The role of volunteers, and how they are treated in the legal system, varies state by state, including the parameters of workers’ compensation laws and how they affect groups like ski patrols,” Moszynski says. “I can’t draw a direct causation between patrols that turn pro and the legalities around having volunteers. I think that the decisions are due to a variety of reasons, including general business decisions, economics, shorter winters, etc.”

Perisher Blue in Australia near Sydney, which is owned by Vail Resorts, recently published a study on the economic value of its volunteer ski patrol. They were able to put an actual dollar value on their volunteer patrol. By creating a formula for the patrol activities, which included customer service experiences, risk management mitigation, and patient care, Perisher calculated that each patrol/customer event was worth \$108 Australian dollars. Further, Perisher found the volunteer patrol

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Gang skiing the bumps. Photo by Scott Brockmeier.



Group getting ready to close a gate. Photo by Candace Horgan.



Giving tips to a guest. Photo by Dave Engle.

provided AU\$927,292 in net economic value for a net cash expense to the ski area of AU\$62,313. Without the volunteer patrol, Perisher's cost base would increase by about AU\$449,782.

On the flip side, members of the volunteer patrol willingly incurred approximately AU\$276,760 in actual and opportunity costs to the benefit of Perisher. This all means that Perisher and Vail Resorts, "currently enjoy a total benefit of approximately AU\$1.2 million per annum from having (the volunteer patrol) and its members and

this benefit is the result of 50 years of effort by both parties."

Clearly, volunteer ski patrols are too important to let go. While maintaining an entirely paid patrol might be worthwhile for some of the bigger resorts of the West, most ski areas need volunteers. Giving one's time not only benefits the individual, but also the organization. As a ski patrol director, I value our volunteers for both the hard work they provide and the passion and commitment they bring to the table. We couldn't do it without them. +

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Minnie Dole (second from left) at the Squaw Valley Olympics in 1960.

U.S. NATIONAL SKI HALL OF FAME PATROLLERS

CHARTING THE CONTRIBUTIONS OF PATROLLERS TO THE SKI INDUSTRY
BY GRETCHEN ROUS BESSER, PH.D., NSP HISTORIAN, 1978-2010



Roger Langley



Roland Palmedo



A visit in September 2017 to the impressive Roland Palmedo Ski Library in the U.S. Ski and Snowboard Hall of Fame Museum, located in Ishpeming, Michigan, provided a perspective on patroller contributions to the American snow sports industry. Because this was the birthplace in 1905 of organized skiing in the U.S., many of its honorees' roots are entwined with the National Ski Association (now U.S. Ski and Snowboard Association), as well as on-hill competition, ski area development, the Olympics, snow sports media, history, etc.

The USSA Hall of Fame named its first inductee in 1955. Since that time, it has honored 427 of the nation's top ski and snowboard athletes and builders, some 42 of whom were also ski patrollers — over three times as many as the dozen previously estimated. The second inductee, in 1956, Arthur J. “Red” Barth, was president of the NSA in 1949, one of the founders in 1955 of the Central U.S. Ski Officials Association, an international jumping judge, and winner in 1955 of the Bill Judd Outstanding Patroller award.

The Hall of Fame library commemorates the man who donated his extraordinary book collection to the Hall. Roland Palmedo, National Appointment Number 2, was a founder, in 1938, of the National Ski Patrol, together with Charles Minot “Minnie” Dole, National

Appointment Number 3, and Roger Langley, National Appointment Number 1. A wealthy New Yorker whose passion for skiing took him to Europe and South America, Palmedo discovered and developed Vermont's Mount Mansfield and Mad River Glen for skiing. He modeled the National Ski Patrol after the *Parsenddienst* in Davos, Switzerland — the main difference being that the American patrol has never charged for its services.

Minnie Dole was an insurance agent from Greenwich, Connecticut, who broke his ankle on the Toll Road at Stowe, Vermont, over New Year's 1936 with no one around to rescue him. This event, magnified by the skiing death in February of his close friend, Frank Edson, impelled Dole to chair a ski accident study for the National Ski Association, of which Langley was president. Dole helped set up a provisional patrol for the national downhill and slalom races, held at Stowe in 1938, which so impressed Langley that he asked Dole to replicate his effort on a national basis. Dole's acquiescence marked the birth of the National Ski Patrol as a subcommittee of the NSA.

Langley himself was a Massachusetts school-teacher who served the NSA tirelessly as secretary, president, and executive secretary; his efforts were capped by induction in 1958 into the U.S. National Ski Hall of Fame (renamed USSA Hall of Fame), which he had helped establish in 1954.

FORMATION OF NSP

American skiers in the 1930s and '40s formed a loose confederacy of friends and acquaintances, so Dole turned to close associates to help jump-start the National Ski Patrol System. John E. P. Morgan, National Appointment Number 11, who based the concept of the world's first chairlift at Averell Harriman's Sun Valley, Idaho, on the chain loading of bananas, became the initial treasurer and Dole's right-hand man.



John E. P. Morgan



Roger Peabody



Bob Livermore

Another backer was John J. Clair Jr., National Appointment Number 1158, whose son and namesake was the NSP chair from 1996-2000. A founding member of the Long Island Ski Patrol, Clair was a director of the NSA in the early '50s and chaired the 1956 Winter Olympics.

Corralled onto Dole's steering committee, Donald Fraser was the leading Pacific Northwest skier in the 1930s, a two-time winner of the fabled Silver Skis race on Mount Rainier, and a two-time Olympian (1936 and 1940), who later married the first American Olympic gold medalist in skiing, Gretchen Kunigk Fraser.

Robert Livermore, National Appointment Number 6, an Olympic skier and 10th Mountain Division veteran, agreed to head the Eastern Division of NSP, while L.B. ("Barney") MacNab, National Appointment Number 17, who had formed one of the earliest patrols in the nation on Mount Hood, chaired the Pacific Northwest Division.

The contributions of Roger A. Peabody, National Appointment Number 849, and Edwin D. Eaton, National Appointment Number 723, were localized in the East. After setting a downhill record on Cannon Mountain, New Hampshire, in the 1940s, Peabody joined the first professional patrol at Cannon in 1946-47, continuing as patrol leader. He was the first president of the U.S.



Edwin Eaton



Selden Hannah

Eastern Amateur Ski Association (USEASA), a position he held for 19 years.

Eaton organized the Hartford Ski Patrol in 1944, becoming the first regional chair, then section chief, in Connecticut. An early director of USEASA, he was elected NSA vice president in 1950, president in 1952, and vice president of FIS (Fédération Internationale de Ski) and the Mad River Corporation.

After competing on the U.S. Olympic Ski Team in St. Moritz, Switzerland, in 1928, Charles N. Proctor, National Appointment Number 93, who is not to be confused with his father, Charles A. Proctor, a physics professor at Dartmouth College who is also in the Hall, became a consultant at Sun Valley, where he approved the design for the earliest chairlift. Its skeleton is still visible on what is known as "Proctor Mountain." He also headed ski operations at Yosemite (1938-58) and published two books, *The Art of Skiing* and *Skiing*.

Four-event racer Selden "Sel" Hannah, National Appointment Number 12, captained the Dartmouth Ski Team before World War II, coached it afterward, and, in 1958, set up Sno-Engineering, a firm that designed over 250 ski areas and morphed, 60 years later, into the SE Group.

To spur its growth, the NSP drew on ski celebs, including four members of the 1936 U.S. Olympic squad at



Betty Woolsey

Garmisch-Partenkirchen, Germany — Dick Durrance, Alec Bright, Bob Livermore, and Betty Woolsey of the women’s alpine team — as well as Alf Engen, one of the nation’s top ski jumpers.

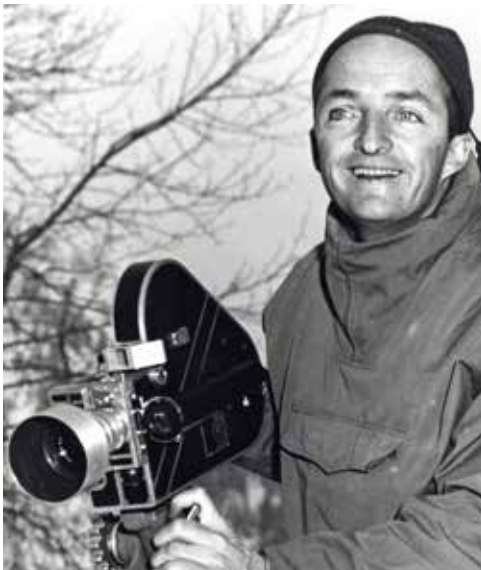
Durrance, National Appointment Number 8, was a 17-time national champion skier, captain of the 1936 and 1940 U.S. Olympic teams (the latter cancelled due to World War II), chair of the Aspen Skiing Company,

three-time winner of the Harriman Cup downhill, and chief of race for the 1960 Winter Olympics at Squaw Valley, California. He agreed to join and publicize Minnie Dole’s NSP.

Alexander “Alec” Bright, National Appointment Number 70, was a close personal friend of Dole’s and a leading ice hockey player at Harvard University (for whom the Bright-Landry Hockey Center was named in 1979) before he switched over to skiing. He won the USEASA Downhill Championship in 1935 and raced downhill on the 1936 Olympic squad.

Elizabeth “Betty” Woolsey, National Appointment Number 10 (in an era when women’s National Appointments were listed separately from men’s), was an early mountain climber and ski champion who captained the women’s Olympic team and moved to the Tetons in Wyoming in 1943, where for nearly 50 years she operated the legendary Trail Creek Ranch.

Woolsey lent her name to the NSP for credibility, as did Norwegian-born Alf Engen, National Appointment Number 619, of Alta, Utah, who is a member of the USSA Hall of Fame together with two brothers and his son, Alan. Engen won eight national titles in ski jumping and eight in combined between 1931 and 1947, made the 1940 Olympic team in jumping and downhill-slalom combined, and coached the Olympic jumping team in 1948, the same year he founded the Alf Engen Ski School in Alta, which he ran until he retired in 1989. The Alf Engen Ski



Dick Durrance



Alex Bright





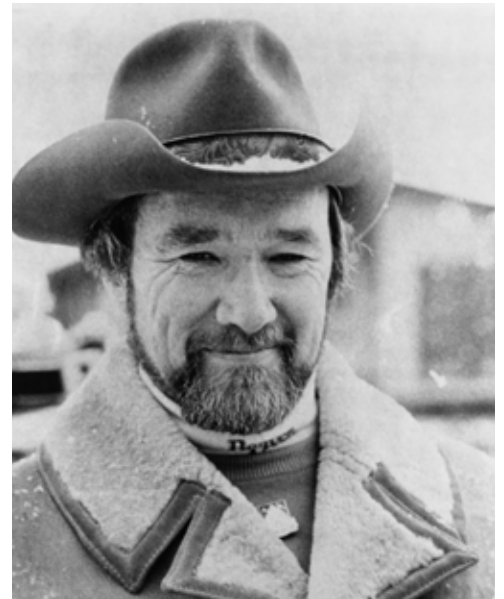
Edward Taylor

Museum opened in 2002 in time for the Salt Lake City Olympics.

10TH MOUNTAIN DIVISION SPARKS POSTWAR SKI INDUSTRY

In his capacity as “father” of the 10th Mountain Division during World War II, Minnie Dole led his fledgling ski patrol as the only civilian organization responsible for recruiting volunteers to that elite crew. Additionally, patrol pockets around the country volunteered on search and rescue missions for the armed forces. Thanks to NSP’s success in locating a downed bomber that had eluded Air Force and Civil Air Patrol searchers in California’s San Bernardino Mountains, Far West Division Chair Albert Sigal, National Appointment Number 649, was put in charge of Operation May Day, coordinating 24 NSP rescue units from Seattle to San Diego with the Air Command.

Southern Rockies Division Chair Edward F. Taylor, National Appointment Number 291, convinced the Air Force, through a successful mission, to engage ski patrol units to search for downed aircraft during World War II training. Because of Taylor, the NSP became officially attached to the Air Force search and rescue branch; their cooperation continued for many



Robert Parker

years after the war ended. Dole picked Taylor as his successor in 1950.

Patrollers who returned from combat to set their mark on postwar American skiing included 10th Mountain veterans Nelson Bennett, Bob Parker, Gordy Wren, and Monty Atwater.

A four-way star on the University of New Hampshire Ski Team, Bennett, National Appointment Number 1304, moved to Sun Valley in 1936, where he headed the patrol and invented the so-called “Sun Valley” sled. Enlisting in the 10th, he returned from active duty to spend 15 more years at Sun Valley before leaving to operate the White Pass Ski Area in Washington. An FIS judge for 34 years who participated in four Olympics, Bennett raced on the U.S. Alpine Masters circuit well into his 90s.

Parker, National Appointment Number 1032, was instrumental in putting Vail Resort, Colorado, on the map, literally and figuratively.



Nelson Bennett. Photo c/o of Sun Valley Resort.



Albert Sigal



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As a 10th Mountain vet, he led a checkered career in the U.S. and Europe as a patroller at Stevens Pass, Washington, and Aspen Mountain, Colorado; a mountain guide in Chamonix, France; civilian education adviser for the U.S. forces in Austria; and editor of *Skiing* before joining his pal Pete Seibert as vice president and marketing director of Vail, coining the slogan "Ski Country U.S.A." and turning Vail into an iconic destination.

After four years in the 10th, Gordon Wren, National Appointment Number 1591, qualified for all four events in the 1948 Winter Olympics. Competing with the FIS team in 1950, he was the first American to jump 300 feet, coming in first in the U.S. Nordic Combined National Championships and second in giant slalom. Wren developed a massive ski training program for youngsters in Reno, Nevada, and went on, over a span of 22 years, to supervise Steamboat Resort and Loveland Ski Area in Colorado and Jackson Hole Mountain Resort in Wyoming.

Decorated with a presidential citation for his wartime service, Robert Johnstone, National Appointment Number 958, joined the NSP in 1948, presided over the Zipfelberger Ski Club, and worked indefatigably for the Southern Rocky Mountain Ski Association, a relationship that led to membership on the NSA board (1953-54) and its presidency (1956-57). On the organizing committee for the Squaw Valley Olympics, Johnstone also served on the Winter Park executive board from its inception, helped organize the Colorado Ski Museum and Hall of Fame in 1980, and was elected president in 1982.

1960 OLYMPICS AND BEYOND

For the first time, the 1960 Winter Olympics at Squaw Valley was patrolled by a volunteer organization, the NSP. Among the elite corps of 96 men and women, selected individually for their patrolling expertise, were Monty Atwater, father of American avalanche control, and Jerry Nunn, the first woman forest ranger in the country.

A Harvard graduate, wounded in combat with the 10th, Montgomery Atwater, National Appointment Number 1266, became a forest ranger at Alta in 1945. Over the next two decades, he established the

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first avalanche research center in the Western Hemisphere, supervised avalanche safety at the 1960 Winter Olympics, wrote *The Avalanche Hunters* in 1968, and took over the manufacture and sale of the Avalauncher — a pneumatic cannon for discharging avalanche control explosives — in the late '60s.

Jerry Colburn Nunn, National Appointment Number 121, a Squaw Valley patroller accepted into the U.S. Forest Service snow ranger course on a fluke because of her misleading first name, became an avalanche instructor before serving on avalanche detail for the 1960 Olympic Ski Patrol under Atwater. In 1966, Nunn partnered with Atwater in marketing the Avalauncher, toting live canisters around in her car and stumping a panel of experts who failed to guess her profession on a TV show, "What's My Line?"

In 1980 at Lake Placid, New York, the NSP again patrolled the Winter Olympics. Ronald MacKenzie, National Appointment Number 201, was involved in planning and preparations for the event. A former bobsled, skiing, and speed skating competitor, he helped develop skiing in northern New York and brought the NSP to Lake Placid. For 20 years, he lobbied to hold the Olympics in his hometown. Sadly, MacKenzie died shortly before the 1980 Winter Olympics while attending the



Montgomery Atwater

dedication ceremony for the 70-meter jump at Mt. Van Hoevenberg.

Three National Ski Patrol directors/chairmen reside in the Hall: Minnie Dole, Ed Taylor, and Harry G. Pollard Jr., National Appointment Number 66. A Yalie who ran the largest ski shop north of Boston, Pollard and five pals formed the Black & Blue Trail Smashers (BBTS), which became a fixture at Waterville Valley Resort, New Hampshire, with Pollard's early investment in the area. This daredevil ski club later developed into the charitable BBTS Ski Educational Foundation. Rising through NSP ranks from New Hampshire Region director (1963-66) to Eastern Division director (1966-68) to national chair (1968-72), Pollard



Jerry Nunn



Harry Pollard

helped form and was the first vice president, in 1972, of the American Ski Federation.

MEDIA AND MANAGEMENT

California journalist Ben Rinaldo, National Appointment Number 254, began his career in 1950 with the Table Mountain Ski Patrol. Progressing to patrol leader within two years, he received five merit stars, including one for saving a life, during his 15-year tenure. Rinaldo was president in 1975 of the U.S. Ski Writers Association (later renamed the North American Snowsports Journalists Association), publisher of *The Skier*, and an active interviewer at the 1976 Winter Olympics in Innsbruck, Austria.

Based in Garmisch-Partenkirchen during the Korean War, native Vermonter Calvert “Cal” Conniff, National Appointment Number 277, served for two years as a national ski patroller overseas. After college, he produced a prime-time TV show, “Skiers Corner,” before moving into ski area management. Vice president and general manager of Mt. Tom Ski Area in Holyoke, Massachusetts, for 14 years, Conniff left in 1973 to become president and executive director of the National Ski Areas Association during a period of accelerated ski industry growth, retiring in 1990 after 33 years in the ski business.

PHYSICIANS

One of the top orthopedic physicians of his day and a private physician to President John F. Kennedy, Dr. Hans Kraus, National Appointment Number 1029, was a graduate of the Medical University of Vienna who emigrated to the U.S. in 1938 and became renowned among early skiers for getting them back on the slopes after injury. A physical fitness proponent, acclaimed mountain climber, and medical adviser to the Eastern Division, Kraus patrolled at Belleayre Mountain in New York for 25 years. His publications include *The Complete Skiers Guide* (1940) and the landmark *Backache, Stress and Tension* (1965), which sold over a million copies.

A physician by profession, Dr. Amos “Bud” Little, National Appointment Number 803, raced at Dartmouth in the late ‘30s, served in the Montana-based Air Rescue Service in 1943, and advocated for skiing his entire



Dr. Hans Kraus

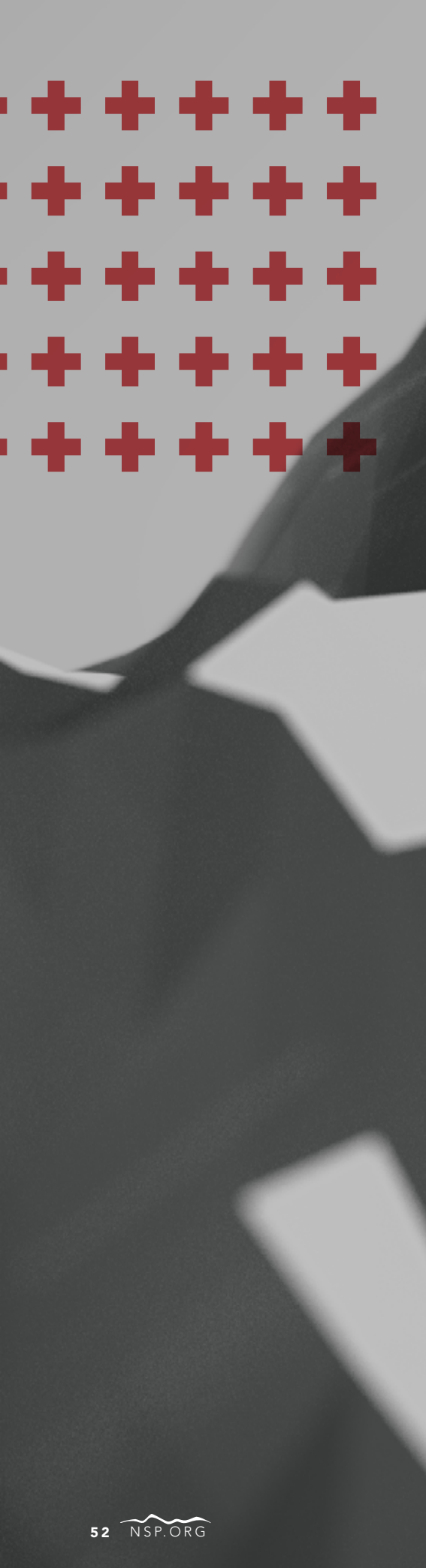
life. President of the NSA’s Northern Rocky Mountain Division (1949-1951), Little chaired the national alpine championships in 1949, served on the U.S. Olympic Committee (1952-68), was alpine team manager at the Squaw Valley Olympics and FIS Alpine World Ski Championships (1962 and 1967), and USSA treasurer (1960-66).

Radiologist Dr. J. Leland “Sos” Sosman, National Appointment Number 2659, served the USSA, FIS, and the USSA Hall of Fame as a parliamentarian and board member. A founding member of the BBTS, he was chief of race at 15 World Cup events at Waterville Valley and an Olympic official at six Winter Olympics, starting in Sapporo, Japan, in 1972.

HISTORIANS

Mason Beekley, founder of the International Skiing History Association, made the





Mason Beekley

collecting and codification of ski history his life's work. He competed on the Princeton Ski Team, patrolled weekends at Bromley Mountain, Vermont, and earned USEASA ski instructing certification. A profitable business that supplied diagnostic materials to 9,000 hospitals enabled Beekley to assemble one of the finest collections of ski art and literature extant, including a library of 20,000 books. In 1991, after writing to more than 100 skiing titans, Beekley initiated the International Skiing History Association. ISHA's first gathering took place at Sun Valley in 1992; its magazine, *Skiing Heritage*, debuted the same year.

A Wellesley alum and member of the first Fulbright group to study overseas in 1949, Gretchen Rous Besser, Ph.D., National Appointment Number 5756, joined the NSP in 1968. Professionally a French literature professor and the author of four books and hundreds of articles, Besser was named NSP international liaison (1980-85) and inaugural NSP historian (1978-2010). Her book, *The National Ski Patrol: Samaritans of the Snow* (1983), appeared in an updated edition for the NSP's 75th anniversary (2013). After receiving the first Chairman's Excellence in Service Award (2010), Besser was inducted in February 2013 into the first class of the National Ski Patrol Hall of Fame.

HONORARY MEMBERS

Two ski history icons did not serve in the NSP, but were awarded honorary membership — a rare and coveted recognition. At one time, Lowell Thomas was a household name. A newscaster for 45 years, airing “Lowell Thomas and the News” five times a week to some 10 million listeners, he was an ardent skier who broke both legs and his collarbone on the slopes. In 1977, Thomas received honorary membership in the NSP.

The following year, the same honor was accorded to Sepp Ruschp, an Austrian ski racer who had arrived in 1936 to organize the first ski school at Stowe, Vermont. As ski school director and eventually president of the Mt. Mansfield Company, Ruschp developed Stowe as the “Ski Capital of the East.” He also served as president of the NSA and vice president of FIS.

MYSTERY

Comparing the list of national patrollers with nearly 500 members of the USSA Hall of Fame yields an occasional mystery. Five men renowned for their ski accomplishments turned up recently on the NSP roster. There may be others.

In the 1930s, Webb Moffett installed the first ski tows on Mount Rainier, Mount Baker, and Snoqualmie Pass, which became headquarters for his Ski Lifts, Inc. While



Gretchen Besser with U.S. Olympian Billy Kidd.

subsidizing up-and-coming racers, Moffett introduced the volunteer ski patrol, slope grooming, night skiing, and the SKIFORALL Foundation to enable the physically disabled to ski. He was also one of the first ski area operators to welcome snowboarders.

A youthful jumper and early NSP member, Harold Grinden, National Appointment Number 734, served for over 50 years on a variety of ski-centered boards, six terms as president of the Duluth Cross-Country Ski Club, six terms as president of the Central U.S. Ski Association, and two terms as president of the National Ski Association. Appointed historian of the National Ski Association in 1935, in 1941 he proposed creating a national ski museum — a dream that was realized with the opening of the National Ski Hall of Fame in Ishpeming in 1954.

The founding president of the Professional Ski Instructors of America from 1960-68, William “Bill” Lash, National Appointment Number 942, was the first ski school director at Magic Mountain, Idaho. Throughout the ‘50s, he lobbied for a national ski instructor certification program. He published *Outline of Ski Teaching Methods* in 1958 and in 1959 helped set up the Intermountain Ski Instructors’ Association. Between 1958-60,



Sepp Ruschp

Lash organized national meetings of ski school directors, culminating in the establishment of PSIA in May 1960.

A severe leg injury ended the racing ambitions of Dave McCoy, National Appointment Number 1556, in the ‘30s. During the war, he set up a portable rope tow in the Eastern Sierras, procured a Forest Service permit, and went on, step by step, to build a ski area on Mammoth Mountain, California, often stringing cable and pouring concrete himself. The original 1953 ski lodge — which the McCoy family used as their home — measured 12 feet by 24 feet, had a dirt floor with an outside toilet, and served snacks. In 2005, McCoy announced his retirement after running the behemoth resort for 68 years.

A controversial and conservative federal judge, A. Andrew “Andy” Hauk, National Appointment Number 1627, was a wartime Navy intelligence officer who became an active club racer, patroller, and race official, a founding member and vice president of the Far West Ski Association, vice chairman of the 1960 Winter Olympic Games Committee, and a co-founder of the Mt. Baldy ski area. He was also involved with Walt Disney’s failed proposal to build Mineral King Ski Resort.

Among the 475 honorees of the U.S. Ski & Snowboard Hall of Fame, it’s curious, amusing, and gratifying to note — in addition to those few who gave the NSP their all — how many athletes and snow industry icons passed through NSP ranks on their paths to celebrity. Tracking them down has been a needle-in-the-haystack mystery and challenge.

Three days before submitting this piece, I discovered five more — all active during the formative years of patrolling. If I have omitted anyone, I apologize. It will not have been for lack of effort, but rather because not all early records have been digitized. Please help, if you can, in this ongoing sleuthing process by suggesting anyone you find who has not been recognized in this compendium. We salute our organization, which has produced so lengthy a roster of diverse contributors to the sport we all love. +



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2



3

EXTRAORDINARY 80th

PARTY AT PATAGONIA DRAWS NSP MEMBERS AND INDUSTRY REPS
STORY AND PHOTOS BY CANDACE HORGAN



4



5

This year, 2018, marks the 80th anniversary of the founding of the National Ski Patrol by Charles Minot “Minnie” Dole. To celebrate this momentous occasion, the NSP partnered with Patagonia to throw a soirée at the Patagonia Denver store in conjunction with the Outdoor Retailer + Snow Show, which was held at the Colorado Convention Center just a few blocks away.

The location and timing were ideal, allowing NSP members to mingle with public supporters of the NSP and many industry partners. Everyone that attended came to celebrate our organization’s illustrious history.

As part of the celebration, the NSP partnered with Protect Our Winters to raise funds to help their efforts to preserve winter in the face of a changing climate. In order to reinforce the idea of looking to local companies and individuals to protect our climate, NSP partnered with several Colorado companies to supply the libations and nourishment.

The beer was donated by Good River Beer, a company that donates 2 percent of its profits to nonprofit organizations that work on river conservation. Stem Cider, an urban cidery located in Denver, also poured amazing alcoholic cider and reminded folks how amazing cider can taste. Another treat for attendees was the amazing food provided by Uprooted, which sources organic foods from local farmers to create fantastic dishes. There was also a DJ who paired with a singer to provide low-key music.

At the door, attendees were asked to donate \$5 for a beer cup, which went to Protect Our Winters. Further, there were product drawing tickets available just inside the door for a variety of swag, including the top draw, a pair of Surface skis. Other products included Patagonia clothing and three GoPro cameras.

Patrollers came from all over Colorado and some of the surrounding states to celebrate the NSP’s 80th birthday. Former Rocky Mountain Division Director and Assistant National Chair Hart Axley, 87 years young, was the oldest patroller on hand, and he sang a toast prior to the product drawing to the delight of the crowd. Hart has an illustrious history in the ski industry, having received National Appointment Number 1413 and the Minnie Dole Award in 1988 at the NSP’s 50th anniversary. Hart helped form many patrols in Colorado, including Breckenridge, Loveland, and Vail. He was also a founding member of the Colorado Search and Rescue Board. Hart seated himself near the door, and many people stopped to talk to him about NSP and patrolling history.

The Surface skis were won by Eric McCue, a patroller at Beaver Creek in Colorado.

The NSP would like to thank Patagonia store manager Christa Nenaber and her staff for helping us to quickly set up the event and for providing splendid hospitality during the event. A total of \$1,500 was raised for Protect Our Winters at the celebration. **+**

1) NSP Marketing and Development Director Melanie Hood with Russell Slauch of Black Diamond.

2) NSP patrol vest by Patagonia.

3) From L-R: Winter Park patrollers Julien Mira and Dave Hickey with Rocky Mountain Division Director Patrick Trimm.

4) From L-R: NSP Executive Director Meegan Moszynski, Duncan Isaksen-Loxton of Medic52, and Winter Park patroller Gary Meyer.

5) NSP Brand and Marketing Specialist Andre Gonsalves (R) with Jamie McAllister (L).



6) A group of Winter Park patrollers.
 7) Current NSP board member Mike Huber (L) and former NSP board member Larry Stone (R).
 8) NSP board member Ken Kramer (L) and former Rocky Mountain Division Director Roc Beaver (R).
 9) Hart Axley.
 10) From L-R: National Ski Areas Association Editor Becky Ayers, Ann Selling, and Mary Jo Tarallo of Learn to Ski and Snowboard Month.



- 1) From L-R: NSP Executive Director Meegan Moszynski, Chris McStay, Adam Moszynski, Darcy Conover, and Brett Conover.
- 2) Geraldine Link of the National Ski Areas Association (L) with Greg Moran (R) of the Winter Park Ski Patrol and his wife, Bridget (middle).
- 3) Former Arapahoe Basin patrollers Mike Davies (L) and Ken James (R).
- 4) Beaver Creek patroller Eric McCue with the Surface skis he won.
- 5) From L-R: Mountainsmith's Jonathan McFarland, Torie Palfy, Jenifer Briseno, and Jason Getzel, NSP Catalog and Operations Director Josh Jacobson, and Mountainsmith's Dan Mount.





CELEBRATING 80

NSP THROUGH THE YEARS
BY CANDACE HORGAN

This year, 2018, marks the 80th anniversary of the founding of the National Ski Patrol by Charles Minot “Minnie” Dole, who was inspired by his friend Roger Langley during a conversation at Stowe, Vermont.

Knowing our history is always important, and as such, we thought that in each issue this year, it would be nice to share some photos of patrolling through the years.

If you have any photos you would like to share, please email editor@nsp.org. Congrats to our amazing organization on its 80th birthday. We are here because of the hard work and dedication of so many patrollers before us, who took the germ of an idea, keeping people safe and providing first aid, and ran with it. +



NATIONAL SKI PATROL
80TH ANNIVERSARY





Dropping In On A New Line

NSP WELCOMES BIKE PATROLLERS

BY MELANIE HOOD, NSP MARKETING AND DEVELOPMENT DIRECTOR, AND KEN KRAMER, NSP BIKE COMMITTEE CHAIR

WE ARE THE NATIONAL SKI PATROL, SO WHY ARE WE ADDING BIKE PATROLLERS TO OUR RANKS? IF YOU WERE ON THE OUTSIDE LOOKING IN, IT MIGHT SEEM STRANGE

FOR A COMPANY THAT IS SO STEEPED IN WINTER SPORTS TO BE EXPANDING INTO SUMMER OPERATIONS, BUT FOR THOSE IN THE INDUSTRY, IT IS A NATURAL FIT.

In fact, if you look closely, the National Ski Patrol has been gearing up for bike patrollers for years in small and big ways. In 1994, the National Ski Patrol board of directors voted to change WEC (Winter Emergency Care) to OEC (Outdoor



Biking off the beaten path. Photo by Melanie Hood.



A great day out on bike patrol. Photo by Melanie Hood.

Emergency Care). The change wasn't just a shift in the name; the new book included summer and heat related injuries, as well as other non-winter references. This change immediately helped patrols that were beginning to work in summer and who were registering those patrollers on their winter rosters.

In 2014, the NSP released its first printed edition of a summer catalog. The *NSP Summer Catalog* features items patrollers use in the summer months, and the predominately featured items were bike patrol pieces. Since then, the NSP Online Store has widened the selection of items offered,

and the NSP Pro Deals Page has added many new summer items to the mix. These decisions and changes were not just out of the blue; they followed our industry as it changed as well.

Another example of change within a changing industry was when the National Ski Patrol created a new strategic plan in 2015. This strategic plan names the resorts as NSP's principal customers. Patrollers serve the skiing and riding public at the bequest of the area, and in order to better serve those areas we can and should be at service whenever the areas are open to the public.

In the early 1990s, areas started looking at how to move from a one-season model to a multiple-season approach. Many areas have dropped the word "ski" from their name and are now just "resorts" or "areas." Since the 2010s, many traditional ski areas have developed thriving summer businesses, from Windham Mountain in New York to Trestle Bike Park in Colorado (Winter Park Resort's summer name) to Angel Fire Resort in New Mexico to Northstar California in the Lake Tahoe area. Business is growing in the summer months, and with that growth in visitors comes the need for year-round and

summer-only patrollers.

In early 2017, the NSP board of directors created a committee to look at ways to incorporate bike patrollers into our ranks and how to partner with organizations already steeped in the bike community. First, the committee looked at what the NSP was currently doing with bike patrollers. For years, areas that had bike patrollers were only able to register bike patrollers on their ski patrol rosters, which meant that patrollers who were primarily bike patrollers had to have a classification of alpine, candidate, Nordic, or patrol-ler (former auxiliary); bike was not an option on the patrol's single roster. Also, patrollers who secondarily patrolled in the summer could not be included on a secondary bike roster or be classified secondarily as a bike patroller.

During summer 2017, the National Ski

Areas Association created an industry Mountain Bike Responsibility Code, much like Your Responsibility Code for snow sports, which was widely adopted by the industry. The NSP Safety Team has created bandanas with the new Mountain Bike Responsibility Code that will be available through the NSP Online Store this spring for bike patrols to promote the Code.

In fall 2017, the committee presented a plan to the NSP board, and the board voted to make bike patrollers an official status and register a bike patrol. That means that an area can create a bike patrol independent of its ski patrol and register those individuals with a primary status of bike patroller. It also allows patrollers who serve their area as bike patrollers in the summer to have their patrol director add their bike patrollers as a secondary patrol-ler classification.

In February 2018, the National Ski Patrol announced a partnership with the International Mountain Bicycling Association (IMBA). Working together, both organizations can help further efforts to grow summer operations. NSP can focus on helping guests, and IMBA can refocus on its core mission of expanding places to enjoy riding.

"We are very excited to be partnering with IMBA," said NSP Executive Director Meegan Moszynski. "In 2017, the NSP accepted the first official bike patrol into the organization. The NSP recognizes that bike patrolling is an important part of our focus on serving our mountain resort partners, and IMBA's experience with the National Mountain Bike Patrol and bike patrolling will prove invaluable as we work to further incorporate this important group of patrollers into the NSP."

IMBA's National Mountain Bike Patrol (NMBP) was officially founded in 1994 and now includes more than 50 volunteer bike patrol groups and 600-plus trained patrollers. These volunteers partner with land managers, landowners, and emergency personnel to assist at events, educate trail users, and monitor trail conditions. The possibility of joining IMBA's current NMBP membership with the NSP makes sense for both organizations, as the NSP is the leading patrolling organization, and IMBA is the leader in mountain bike advocacy. IMBA's NMBP Advisory Committee, led by Wade Hartmann, has been involved in the partnership since talks began in late 2016, is in full support of this direction, and is excited about the possibilities this presents for the growth of mountain bike patrolling.

"Working more closely with the National Ski Patrol is a great opportunity for IMBA, and vice versa. Broad, diverse partnerships like these strengthen opportunities for both sports and both organizations," said IMBA Executive Director Dave Wiens.

For those NMBP individuals and other bike ambassadors working in urban areas where advanced life support is just down the road, the NSP board voted in March to create a bike host unit and bike host membership.



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Riding a fun trail on bike patrol. Photo by Andre Gonsalves.



Enjoying a day on bike patrol. Photo by Andre Gonsalves.



Patrolling a bike event. Photo by Andre Gonsalves.

This will allow NMBP members and others to become members of the NSP as bike hosts, which requires completion of an Outdoor First Care course. Host units can work independently or with a bike patrol at land management's discretion.

So, where does the NSP stand now with regard to bike patrolling? The NSP Bike Committee is currently working with IMBA, the NSP board, and the Lakewood office staff in Colorado to create a clear and easy path for those patrollers on an IMBA National Mountain Bike Patrol to become members of the NSP and gain OEC or Outdoor First

Care credentials. It is also creating an easy process for our current members to register on bike patrols. The committee is working on benchmarks and best practices for bike patrollers in general, and for those starting a bike patrol.

Many questions are still being debated, such as whether bike patrol becomes its own program or the skills needed to be a bike patroller fit into already established programs like Outdoor Emergency Transportation or Mountain Travel and Rescue. Does the NSP possibly create program standards like in toboggan handling

and let areas create specific protocols, or do we not have general standards? If we do create standards, how do we create them?

As the committee works toward answering these questions and others, they are gathering information from current bike patrollers, both paid and volunteer, as well as members of the Lakewood office staff and our vast volunteer leadership groups at the NSP.

The NSP is proud to welcome our newest type of member and will continue to innovate and support them, in addition to the resorts they serve. +



Sarah Carpenter (L) of American Avalanche Institute instructs Austin Foote (R) at the National Avalanche School Field Sessions.

SNOW GEEKS

NAS FIELD SESSIONS OFFER FOUR DAYS OF INTENSIVE SNOW STUDY
 STORY AND PHOTOS BY CANDACE HORGAN

It's late in the afternoon, and as the sun dips lower in the orange-hued sky and passes behind a ridge to the west, eight of us are gathered around a pit we have just dug in the snow at Arapahoe Basin Ski Area in Colorado. The pit is approximately 35 centimeters by 150 centimeters, and has been dug into a snowpack that is about 135 centimeters deep. One of our instructors, Karen Bockel, dips her snow crystal card into a layer, taps the side of it, and starts passing it around with her powerful loupe.

"Take a look," she states. "What do we think? Rounding facets? Rounds? See the bonds between the crystals and how they look strong?"

So it goes on day one of the Pro Level 1 — NAS field sessions for the National Avalanche School at Arapahoe Basin. This is just the first of four

intensive days of avalanche study that includes companion rescue testing, snowpit and snow crystal analysis, snow-water equivalent (SWE) and weather station measurements, morning and afternoon avalanche forecasting, and more.

"I really am appreciating digging pits and looking at the different crystals," said Dave Childs, a patroller with Thunderbolt Backcountry Ski Patrol in Massachusetts. "You know, back East our crystals are kind of a mess. Here, it's a little better to find a lot more variety to look at."

The field sessions were run by the American Avalanche Institute, which teaches both recreational and professional-level avalanche courses. The session at A-Basin was led by Sarah Carpenter, one of AAI's co-owners, together with Bockel and Andy Lapkass, the

program director for the National Avalanche School. Arapahoe Basin Snow Safety Director Ryan Evanczyk also taught all four days, and Evanczyk had assistance from A-Basin patrollers Michelle Gmitro, Kyle Hagadorn, and Keith Hiller at various points during the week. Denny Hogan was there to audit the class for the American Avalanche Association.

This year marked the first in the partnership between the National Avalanche Foundation and the American Avalanche Institute to put on the field sessions for the National Avalanche School. AAI ran four sessions this winter, one at Jackson Hole, Wyoming; one at Breckenridge, Colorado; one at Park City, Utah; and one at A-Basin.

"In the last couple of years I've talked to Janet Kellam and Andy (Lapkass) quite a bit about the National Avalanche School, and with the pro-rec split going on, it ended up that eventually, Janet proposed, hey what if NAF (National Avalanche Foundation) keeps running the classroom sessions, and AAI with its resources comes in and runs the field session," states Carpenter. "It was a partnership that was proposed by the National Avalanche Foundation, and knowing the folks that were involved, and knowing the folks teaching the classroom session, obviously we were excited."

All four sessions sold out. With over 100 people taking the biennial classroom sessions of the NAS, it is likely that AAI's field sessions in winter 2019 will also be packed, something that Carpenter is clearly thrilled with.

"It's been great to be welcomed in the ski areas to work with their snow safety professionals and work out of their particular areas. I think so far it's been a great partnership. I think with what the National Avalanche Foundation and their whole crew of instructors brings to the



Sarah Carpenter of AAI demonstrates the Compression Test.

classroom session, and we at AAI have known and worked with most of those folks for so long, the continuity is there in terms of messaging, and the resources that we all rely on are quite similar, and I think so far it's been a great partnership, and we're really excited to continue to move it forward and grow it."

People who complete both the classroom and field portions of the NAS earn a Pro Level 1 — NAS certification. This certification differs slightly from the standard Pro Level 1, a difference that will be greatly appreciated by ski area management.

"The difference is that Pro Level 1 — NAS has a really specific ski area focus," says Carpenter. "On a regular Pro Level 1, we talk about ski areas, we talk about record-keeping, we talk about how things fit in if you're in a guiding operation versus area, but the National Avalanche School Pro 1, that's purely our target audience, the people involved in ski areas, so some of the presentations are tweaked. Following routes is something that we obviously don't do on a regular Pro 1, so it's definitely more focused on that target audience. And then the other difference is there's four days of classroom instruction in the fall and then four days of field instruction, so you've got eight days of instruction in the National Avalanche School Pro 1 versus five days of instruction on the regular Pro 1."

Though the focus of the NAS field sessions was snow study in the field, together with companion rescue and weather forecasting, there were indoor presentations too. On Monday, Evanczyk introduced the group to the three A-Basin weather stations and how they can be used in their morning forecast. The stations can be called up on a computer and show temperatures, winds, snow accumulation, and more. Evanczyk also discussed the challenges the Continental snowpack presents with the formation of persistent weak layers and depth hoar.

Carpenter followed by refreshing the group on the different types of snow metamorphism and how that affects crystal shapes and what those crystal shapes mean to the strength or weakness of the snowpack. Bockel ended Monday's indoor sessions with a refresher on snowpits and what data should be collected at each pit, including depth, aspect, layer boundaries and hardness, grain types for each layer, temperature at relative depths in the snowpack, and stability tests like the Compression Test and Extended Column Test.

After the indoor session, the group got a full tour of the main A-Basin weather station and its various instruments from Evanczyk. The station is located near the mid-mountain lodge.

Most of the afternoon, however, was spent on

either a companion rescue test or digging a snowpit and taking measurements. With a large class of 17, the group split into two to make this more manageable. The companion rescue test is a timed beacon test. A single rescuer must find and daylight two buried packs in a 50 meter by 50 meter search area. Each pack was buried approximately a meter down. Most of the group passed this test on the first try; those that did not got some instruction and then retook the test on the last day.

Tuesday got into more of the challenges with managing terrain at a ski area. The morning started with smaller groups discussing their homework from the previous day, a morning forecast of the avalanche hazard level, the avalanche problem type, and the overall weather picture from the previous 24 hours. It ended with a presentation on an avalanche path at A-Basin and showed how to calculate things like the vertical fall of the path, potential run-out zones, and the alpha angle for potential 100-year slides.

The participants then broke into groups of three to head into the field. One group was led by Bockel, one by Carpenter, and one by Evanczyk. Each visited that slide path and took actual measurements, including overall slope angle and slope angle in different parts of the slope.

The rest of the day was spent on snowpits and stability tests. Carpenter's group went into an undisturbed area within Arapahoe Basin's SUP (Special Use Permit) just outside a gate to dig their first pits and found a touchy, shallow snowpack. Most of the pits, dug in low-angle terrain, yielded test results of ECTP with the propagation happening in the 18-25 zone. (An ECT starts with 10 taps from the wrist, then 10 from the elbow, then 10 from the shoulder. For instance, a test that fails on the eighth tap from the elbow and propagates would be recorded as ETCP 18.)

After digging snowpits in this area, the group went back inside the ski area and dug pits first in terrain above treeline and then below treeline, finding interesting data in all areas.

At the end of the day, the group reconvened to discuss how to do an afternoon avalanche forecast. This forecast is something that can be used by the next day's staff as part of their overall avalanche mitigation plan and strategy. The homework assignment was to again do a morning avalanche forecast.

Wednesday's indoor session got into the nitty-gritty of mitigation inside a ski area. Mitigation strategies take input from weather observations, the evolving snowpack structure, and the avalanche forecast, and then consider various




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Skinning up for a trip back to the area.



Making snowpit observations.



Winter Park patroller Austin Foote during the NAS field sessions.



Arapahoe Basin patroller Michelle Gmitro shows off the Basin's Explosive Delivery System.



Making snowpit observations.

ways to mitigate the hazard, including boot packing, side-stepping, ski cuts, using a compaction roller, and the use of explosives and an Avalauncher. The goal with mitigation is to disrupt potential weak layers and the overall natural avalanche cycle.

Everyone then headed out on the hill and got to see A-Basin's main Avalauncher. Evanczyk explained how the Basin's patrollers use it to shoot various places on the East Wall and how in early season also use an Avalauncher in Montezuma Bowl.

From there, the groups again split. Gmitro took one group out toward the new Steep Gullies terrain and showed them the new Explosive Delivery System, which allows the Basin's patrollers to safely deliver charges with a fixed cable and a trolley to shoot the steep terrain in that area. Gmitro also gave a demonstration of how the Basin's patrollers would run hand routes in other areas accessed from the Pallavicini chairlift, which serves much of the Basin's expert terrain. This demonstration was greatly appreciated by some of the participants.

"I love the driven toward operational experience, especially how A-Basin runs all their operations," said Kyle Armstrong, who has patrolled at nearby Breckenridge Resort for four years. "It's a little bit different than Breckenridge, but I'm still taking in a lot about routes and shot placements, and I'm really interested in the bomb trams (Explosive Delivery System)."

Other groups hiked up to the top of the East Wall and checked out the hand routes the

Basin's patrollers do there. After that, everyone gathered in an area near the Shooting Gallery Avalauncher at the base of the East Wall and dug pits in preparation for the final snowpit test on Thursday. The instructors all circulated to help the students with crystal identification, stability tests, and identifying the hardness of the various layers.

The homework assignment for Wednesday night was to prepare both a morning and afternoon forecast to turn in the next day. These were collected Thursday morning, along with the students' fieldbooks, as part of the final grade. As the class learned, documentation is extremely important.

"I need to work more on my documentation," said Chuck Boyd, the NSP Eastern Division Avalanche Program supervisor of what he learned. "I have a lot of field experience, but I know I really don't document as much as it seems that's being required now. So it's pretty interesting. I'm learning a lot. I have a lot of takeaways to bring back to my classes. We are going to teach a Level 2 this year, so some of the things that we've done in the classroom here are going to be little classroom assignments in our Level 2 class."

Thursday was supposed to bring a lot of snow and increased hazard for the class to forecast, but the snowstorm was delayed and didn't really hit till the next day. The area got a sprinkling of new snow, which made for great skiing as the class skied the Spine on Palli and descended the Christmas Trees area to the site of the final exam.

For that portion, the students first had an

hour to dig a pit, take the appropriate temperature measurements, identify the layers in the snowpack, identify the crystal type of each layer, and then do a Compression Test and Extended Column Test. The students had to document all their observations in their fieldbooks and show the fieldbooks to the instructors. The instructors also observed all the stability tests to make sure the students were conducting the tests appropriately.

The next part of the final exam was a test on conducting weather and snowpack observations. The class had to document the overall snowpack depth at a snow stake, document the height of the new snow, the boot depth in the new snow, the temperature of the snow at the surface and 20 centimeters down, and also calculate the SWE of the new snow using a Snowmetrics device.

"I'm really hoping to get one of those," said Shannon Maguire of the SWE equipment. Maguire has patrolled at Sierra-at-Tahoe for 10 years and took the NAS classroom session in 2013. She also appreciated the snowpack observations. "The Continental snowpack is so different than our typical maritime climate, but as we're in these drought years, drought cycles, we're seeing more faceted weak layers that don't disappear as quickly as usual because we're having such a shallow snowpack. So I think that's going to be helpful as we proceed in potential drought years."

To finish up their experience, the students gathered into six different groups indoors and played avalanche forecaster on Teton Pass in Wyoming. First, each group was

given snowpit and snowfall data from November through early January, and then a storm cycle came in that dumped three inches of SWE in a short period of time. The groups had to decide when to close the pass, when to shoot the various avalanche paths, and how to clean up debris. Every group buried the highway multiple times during the scenario, which had Carpenter giving two-hour snowfall data and wind updates and asking each group to make decisions. This exercise was based on a real incident that closed Teton Pass for almost two days.

Everyone who attended the class felt the experience was invaluable.

“I feel like it’s well organized, a lot of valuable information,” said Maguire, “I feel like it’s a good synthesis of stuff that I do at work, stuff I have practiced with. I’m used to doing it, but it’s a very organized way of pulling it out, tying it all together, and refreshing the skills you don’t always use.”

The class also gave Boyd and Childs, both NSP Avalanche instructors in the East, an opportunity to dial in skills better and learn instructional tactics.

“(Not only) learning about avalanches

themselves, but how the instruction process works is really important,” said Childs. “Seeing what they emphasize, what they don’t emphasize, their timelines, and the way they run some of the programs is really helpful for us as instructors.”

“I think it’s a lot of value for Eastern patrolers to travel,” said Boyd. “It’s a big thing I’m pushing in NSP. We have trouble having enough snowpack to do a Level 2, so unless we have five or six feet of snow to dig in, I can’t hold our Level 2 classes back East. I have one scheduled for this year, and if that doesn’t materialize then starting next year we are going to take the Eastern Division Level 2 Avalanche class on a trip, and we are going to do it out West, either in the Rocky Mountain Division or the Intermountain Division. We’ve been invited by both divisions to share courses with them.”

It wasn’t only learning from the instructors that the students felt was important; they also learned a lot from talking to each other about their resorts’ avalanche problems and mitigation strategies.

“I think it’s really interesting to get other people’s perspectives and other operational

perspectives and just come together,” said Armstrong. “I’ve never seen a snow compacter, so that was really interesting, and then also to see how Winter Park does it and talk to those guys.”

As the partnership between NAF and AAI continues going forward, it will prove a tremendous learning opportunity for patrol directors and mountain management as they look to add to their snow safety staff. The National Avalanche School is one of the best opportunities for patrolers to learn snow science and then learn about how they can apply this knowledge in their everyday work routines.

“It’s been a high-caliber group of students,” said Carpenter. “What we’ve noticed is students coming into the Pro 1 — NAS field sessions have quite a bit of experience. We’ve had people with eight, 10, 12 years of patrolling experience in this NAS Pro 1, versus our other Pro 1’s we’ve had a few folks with that experience, but the majority are less experienced. The caliber of students and the outcomes from these courses have been notable; they’ve been impressive.” +



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WHAT IS CERTIFIED?

CERTIFIED PROGRAM
INCORPORATES NEW CHANGES

BY CHRIS BRODERSEN, NSP NATIONAL
CERTIFIED PROGRAM SUPERVISOR



Part of a Certified ski test. Photo by Sandy Macy.

The excellent question “What is Certified?” was posed to me recently by another national program supervisor. He wasn’t trying to be disrespectful, but in attempting to make sure the Certified Program is properly aligned with his program, he was trying to better understand what it is we do, how we do it, and, more importantly, why. Perhaps the better question then is “What role does Certified play within the NSP, and who are the Certified members of NSP?”

Over the years, the members of the Certified Program have been called a lot of things. Some of the less flattering terms have been “good ol’ boys network,” “cowboys,” “rowdies,” “elitist,” “egotists,” and a lot of others not fit for print. This begs the question of how the Certified Program earned some of these stereotypes and whether that is part of being Certified.



Certified testing. Photo by Sandy Macy.

The short answer to the second question is the Certified Program is none of those things, but rather a group of professional and volunteer patrollers dedicated to excellence in all facets of patrolling, on- and off-hill. It is also a group that views Certified membership as a journey, rather than a destination. Certified patrollers are constantly pushing the leading edge of patrol best practices.

These patrollers are constantly evolving, learning, and sharing at the highest possible standards. In addition, given the credentials and knowledge required to become a Certified patroller, all the candidates and members come from at least one leadership function, with most having held multiple leadership roles. Think of it this way: every successful large organization has a group of people dedicated to leadership and evolution as a means of both growth and survival. Sometimes, the motivations and objectives of these leaders can be misconstrued.

The Certified Program is no different, with the caveat that what we are talking about is an elite group within an already very elite group, the NSP. Not surprisingly, as Certified members have continued to push the boundaries and try new things, there are some within the organization that will view these efforts as foolish, crazy, or showing off. Nothing could be further from the truth.

The Certified Program benefits the entire organization. For example, many years ago the Certified Program experimented with testing CPR skills at the exam. At the time, this was not done at any level, and the requirement for being a patroller was American Red Cross CPR, so it was called aggressive and crazy. Looking back now

with the understanding that advanced CPR is the expectation of all NSP members, it no longer seems so foolish.

The mandate of the Certified Program is to expand knowledge; it does so on two fronts.

1. Across organizations such as the Association of Professional Patrollers, the Professional Ski Patrol Association, the National Ski Areas Association, etc.
2. Within the NSP, Certified patrollers pass along their knowledge at the local, region, and division levels, benefitting all members of the NSP.

To this end, it’s worth reprinting an excerpt from the fall 2014 article “Certified: Why You Should Pursue Certified” (*Ski Patrol Magazine*, vol. 32, issue 1) about the program. The following text was written by a Certified candidate explaining why he decided to undertake the journey.

The pursuit of excellence, whether in life or in patrolling, is just that — a pursuit, a road, a journey. Ultimately, the process itself is what enables us to perform at the highest possible level. Indeed, our raison d’être to the skiing public is manifested best by performing at the highest possible level.

Most journeys, however, require, or at least involve, a destination. The commitment to achieve excellence in every aspect of patrolling, including emergency care, transportation, and avalanche rescue, needs conductors, road maps, and ultimately, an acknowledgment of this achievement. The Certified Program is uniquely and finely tuned to take one so committed along this path and, for the truly dedicated,



Toboggan test at a Certified event. Photo by Sandy Macy.

to acknowledge this achievement.

Who benefits from this lengthy and demanding process? The answer is simple: everyone. The Certified candidate learns how to excel in every discipline. Those patrollers around the candidate — including those who help train and those who just watch — see a dedication and commitment that can only serve as an inspiration to improve their game.

Ski area management and the skiing public likewise see continuing training and education as a benefit to all. Ultimately, an injured skier or stranded chairlift rider may have the highest probability of favorable outcomes.

Does an elite group like the National Ski Patrol and its members benefit from distinguishing a select group amongst the entire organization? Of course, for so many reasons, the answer is yes. Having a Certified Program does not in any way denigrate the contributions or need for basic or Senior patrollers. It is merely a program and a process initiated by a call for those who wish to pursue the highest levels of training.

It is often said that one either continues to improve, learn, and progress or, in the alternative, stagnates at best and regresses at worst. This could be said for almost any profession, calling, trade, or business. Indeed, every year, the nationwide OEC refreshers change, adapt, and incorporate new learning, experience, and ways of thinking about particular problems.

Likewise, the Certified Program strives to rethink ways to be the best at what we do while reinforcing standards of excellence. More importantly, it tells every single patroller out there: you can do better.

Isn't that what we want to be?

It's not about a badge, patch, or a number (although that recognition is so richly deserved). It's that every patroller involved in the process — candidate (successful or otherwise!), "patients," and even observers are better for it. (Letter, Richard Sax, S&T Trainer Evaluator, Eastern NSP Patroller.)

EVOLVING THE CERTIFIED PROGRAM

Just as Certified patrollers and candidates evolve, so must the program itself. As was noted in the fall 2013 article "Certified: APP Event Draws the Best Certified Patrollers and Candidates" (*Ski Patrol Magazine*, vol.

These patrollers are constantly evolving, learning, and sharing at the highest possible standards.

31, issue 1), the Certified Program evolved over the past 50 years at the division level. Rather than a national standard, each division focused on their pain points and critical requirements for success, which in turn created non-standardized testing.

This is not to say one exam is less difficult than another, and if you don't believe that talk to any Certified member who has transferred from one division to another, but rather despite the best intentions, exams are sometimes not aligned regarding testing, evaluation, and evaluator requirements. It is the desire of the NSP and the Certified membership to change this dynamic. The good news is given the

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evolutionary continuum that is part of the Certified Program's DNA, some very positive changes are being made.

The change started several years ago, and many thanks need to be given to my predecessor, Steve Kuller. It was under his leadership as national Certified Program director that many of the early, and often most difficult, decisions were made as to appropriate content and how to align with NSP. There are several critical skills tested at the Certified exam that are outside the current NSP curriculum. Further, there are challenges with local resources for testing, which was pointed out in the APP article referenced above when discussing the different Avalanche components as an example.

Over the past two years, the Certified Committee, which is made up of the division Certified supervisors and some subcommittee volunteers when the need arises, has worked toward standardization of the program. Given Certified is an individual journey, candidates are now given a much larger selection of suggested resources for learning and self-discovery.

Each of the Certified modules to be tested outlines the learning outcome, criteria

for success, and examiner criteria in the same manner as all other NSP education programs. In addition, because of resource challenges faced by divisions with relatively small Certified membership that still want to grow the program, each module outlines the boundaries of examination criteria, offering a certain amount of flexibility. Some examples of national standardization include:

- All OEC scenarios are submitted to the OEC Program supervisor and national medical adviser to check for accuracy. Approved scenarios are then put into a fixed pool from which each division can draw, based on their requirements as it pertains to local resources. In addition, scenarios are reality-based, often created from real-life accident reports, much in the same way scenarios were created at the program's founding 50 years ago.
- The OEC written exam is submitted to the OEC Program supervisor and national medical adviser for approval. Once approved, that exam becomes the national exam for the upcoming Certified exam cycle.
- The Avalanche module has been



Relief at end of a Certified test. Photo by Sandy Macy.

standardized as it pertains to a national written exam, as well as oral interviews and field skills content. In addition, owing to the challenges posed by differing terrain in the East and West, there are two Certified Avalanche components. The "basic" module must be completed by all Certified candidates, and the "advanced" module added in divisions where avalanche mitigation and advanced rescue techniques are required.

With 10 modules, the list of positive change is deep and long, but hopefully, these examples give an idea of the direction of the NSP Certified Program.

Like any change management project, this one required a proof of concept, a pre-production beta version, and a production-ready set of documents. The new Certified modules were rolled out for beta testing during the 2017-18 exam cycle. The intention is to gather feedback from the divisions hosting Certified exams this year and use that information to make necessary adjustments at our meeting in March. The modules will then go into production, with the caveat that nothing remains static, and the Certified Committee will continually update and evolve the materials on an ongoing basis. In other words, if you print it out for the 2018-19 cycle, there may be changes, so be sure to check your division Certified webpage!

I would like to thank the members of the Certified Committee and subcommittees for their dedication and hard work. Like many other NSP programs, their "season" doesn't end when the snow melts; in some ways, it's just beginning. Please thank them for their service. +

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AN INTERVIEW WITH FUNDRAISING COMMITTEE CHAIR BRIAN RULL

COMMITTEE DIVERSIFIES FUNDRAISING EFFORTS FOR NSP

BY STEPHANIE ZAVISLAN, NSP ACCOUNTANT

The National Ski Patrol began in 1938 with humble roots and one thing in mind: to keep people safe on the mountain. As we celebrate our 80th anniversary, we continue to live out this legacy of “Service and Safety” as a nonprofit organization.

Like most nonprofits in the country, we rely on charitable giving for a portion of our growth and success. Rather than raise membership dues, NSP is striving to build a stable, sustainable fundraising platform that engages as many people as possible to be part of our vision. We want to continue offering first-class training and aid to our mountain enthusiasts with a solid financial foundation.

In 2017, the NSP board of directors refocused the Fundraising Committee. Fundraising Committee Chair Brian Rull has been steering the committee with passion and organization, as well as strategic thinking. Brian had some thoughts to share on why the Fundraising Committee is vital to NSP’s success and how it impacts current and future patrollers.

SPM: What is the Fundraising Committee?

BR: The NSP Fundraising Committee is a group of NSP leaders who have expressed an interest in assisting the NSP board in providing an alternative means of revenue to support our NSP programs through means other than increased membership dues.

SPM: What experience do you have in fundraising, and how are you hoping to impact NSP with your expertise?

BR: I’ve been doing estate and trust administration as a tax attorney and CPA for 22 years. I’ve worked on thousands of decedent estates, worked with hundreds of charities, and I have written too many client checks to federal and state taxing agencies due to poor charitable planning. I’ve learned a lot of important lessons by seeing others make mistakes. I am certain of the devotion our members have to the NSP; if not, they would not donate their most valuable

asset — their free time! I can only hope that each of you reading this article will consider my callout for help and continue your own legacy beyond your service years by including the NSP in your charitable planning.

SPM: Why is fundraising a critical factor in NSP’s future?

BR: We have to figure out a better way to keep the costs of patrolling down for our members. This is the task that the Fundraising Committee has agreed to take on. The NSP presently has two primary sources of revenue to support our organizational and program expenses: member dues and marketing sponsorships. We continually need to seek out new sources of funding to act as a hedge against economic downturns; in many cases, sponsorship dollars are some of the first cuts. As it now stands, NSP would have to rely on reserves to ride out any such downturn and likely increase member dues. Through fundraising, we can diversify into alternative sources of revenue, which will help act as a buffer should there be an unexpected drop in sponsorship funding or an unexpected increase in NSP operational and/or program expenses.

SPM: How does the Fundraising Committee plan to fundraise for NSP?

BR: At the January board meeting in Denver, we were given the green light to diverge into two tactical teams. The first team would continue our “planned giving” efforts mentioned above. The second team would focus on sourcing grants. Until now, we really have not had anyone with the subject matter expertise to navigate the complex application processes. Stay tuned for a future article that will provide an outline of this new NSP Grant Program.

SPM: What are a few ways that NSP members can help maximize fundraising?

BR: We ask a lot of our members already. Our members’ time is their most valuable contribution to the NSP. To ask them for monetary donations on top of that may seem like asking

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2. Purpose (please circle one) Where most needed or NSP Education Endowment Fund

3. Method Cash (enclosed) Check (enclosed - please make checks payable to NSP) Credit Card (circle one: Visa - MC - AMEX - Disc)

4. Frequency: _____ 201____

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for the moon, and for many, it may be asking too much. One thing that we are asking our members to consider is making the NSP a priority in their charitable giving plan, however large or small that may be. You would be surprised how much adds up when you have a donor base of 30,000-plus. Another way that members can help maximize fundraising is to encourage their friends and families — and the clients whom they serve — to support NSP.

SPM: What else would you like to tell our readers about NSP and its fundraising efforts?

BR: The Fundraising Committee is devoted to seeking out new opportunities for funds and really needs YOUR assistance in making our program a success. Our core ethos is providing service to the public in their times of need. We need your help in reaching out to our customers for their financial support to assist us in improving our programs in furtherance of our mission: “To help keep people safe on the mountain and during other outdoor activities.”

To make a donation to the National Ski Patrol, please visit www.nsp.org and click the “Donate Today” button in the bottom blue bar, or complete the planned giving form shown above that you can download from the NSP website under “Get Involved/Donors.” +



DEMYSTIFYING NSP COURSE ENROLLMENT AND ROSTERS

TIPS FOR SIMPLIFYING COURSE ENROLLMENT AND ROSTERS FOR YOU AND YOUR STUDENTS

BY DOUGLAS HILL, FAR WEST DIVISION INSTRUCTOR DEVELOPMENT PROGRAM SUPERVISOR

The new NSP website system for course registration and closing procedures has been in use now for over two years. Under the old system, you registered your course in advance, students sent you an RSVP (hopefully), showed up for your course, signed a course sign-in sheet that usually collected the data you needed for your course roster, and at the end of the course, you filled out a course completion roster and sent it off to the Lakewood office by mail or email to close your course.

Under the new system, you register your course in advance as in the past, but on your “Course Tools” page. Students must also enroll for your course in advance on the NSP website through their home page. This is the only way they can get on the roster to receive credit for the course. The staff at NSP does have the ability to add someone before the course is closed, but this method is discouraged because the instructor does not have the student listed on the roster before the course and may not know they will be attending, and it creates additional work for the small Lakewood office staff that we as instructors should be handling.

I have found after teaching many courses and refreshers under the new system for the past two years that some students still find it difficult to understand and follow the enrollment process. One thing that I have done that has seemed to help, and maybe you have done this also, is to put very explicit step-by-step directions for the enrollment procedure in my course announcement that goes out by newsletter and email blasts to the region and patrols.

The course announcement includes all of the basics regarding the course, such as course name or type, course number, location, starting and ending times and dates, prerequisites required, costs if any, equipment and dress required, and any other pertinent paperwork or information they need. However, I also include a statement such as the sample below to help them with the enrollment procedure:

You must sign up for this course in advance online at nsp.org. Login to your NSP member page, go to “Member Resources,” and on the pull-down menu

choose “Course Schedule.” In the box that says “Course Number Equals” enter the Course Number # _____ and hit the “FIND” button. Click on the course title; it will give you the option to enroll in the course. Click where it says “Register Myself” and it will put the course in your cart and show you the cost, if any. Purchase or confirm the item in your cart and it will take you to a confirmation page. NSP will send you a confirmation email to the email address on your member record page, and you also have the option at the bottom of the page to copy another person such as the course instructor with the course enrollment confirmation.

Including step-by-step instructions such as these has lessened the confusion, inquiries, and calls I receive regarding enrolling in a course. I have found that if these instructions are followed and the student still is unable to enroll in the course, it usually is a problem with their registration not being up to date. They must call the Lakewood office (303-988-1111), and the customer care department can usually help solve the problem.

Hopefully, all of the students are now enrolled before the course date. The new system has made it very easy to manage and close your course rosters. On the night before the course begins, I go to the NSP site and from the enrollment tab on my “Course Tools” page, I export the student enrollment for the course to an Excel spreadsheet. I delete any columns I do not need, and I add one row or header at the top of the spreadsheet where I put the course name, course number, and course dates for my own records.

I also add two columns to the spreadsheet. One column is added next to the student’s name to use as a sign-in or check-in for the course. Another column is added on the far right of the spreadsheet to indicate to me any students or instructors that were enrolled but did not show up. This column is helpful when you close your course and must list students and instructors who did not attend on the “Close a Course” tab on the “Course Tools” page.

Keep in mind that only you can add any



Instructor readying to teach. Photo by Candace Horgan.

instructors that are helping teach the course on the “Register a Course” tab for your course. The instructors cannot add themselves. This can be done before the course is held or after the course is completed, but must be done before closing the course. It may be helpful to wait until the course is completed so you know exactly which instructors helped teach the course.

I hope this will help you with registration and closing for your next course. If you have tips or ideas on simplifying course administration, I would love to hear them. If you have any questions on course registration and closing, you may contact me at the email below, or you can contact the customer care department at the NSP office.

If you are not currently an NSP instructor and have thought about teaching in one or more of the NSP disciplines, take the challenge and begin your NSP teaching career by enrolling in an Instructor Development course in your region. You can change patrolers’ lives, and I think you may change your life as well.

For more information on the Instructor Development Program, or if you would like an Instructor Development course offered to your patrol, contact the Instructor Development Program administrator in your region, or the Instructor Development Program supervisor for your division.

If you have questions or comments regarding this article, or ideas for future articles related to the Instructor Development Program, you may contact me at fwd-id@farwest.org. +

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THREE TYPES OF MULTIPOINT ANCHORS

EXPAND YOUR TOOLBOX AND BUILD SECURE ANCHORS

STORY AND PHOTOS BY MYRON B. ALLEN, NSP NATIONAL MOUNTAIN TRAVEL & RESCUE PROGRAM DIRECTOR

Previous *Ski Patrol Magazine* articles reviewed methods for making anchors using snow and trees. In many cases, rescuers seek greater security by using **multi-point anchors**, which combine two or more **points of attachment (POA)** to snow, trees, or rocks. For example, a rescue team may bury two snow pickets, then link them together with webbing or a cord to distribute the weight of a loaded toboggan between them. This article summarizes some basic principles for constructing multipoint anchors and analyzes three examples.

Although multipoint anchors are the gold standard for heavy rescue loads, a poorly constructed multipoint anchor can be less secure than a single-point anchor. For example, an anchor that combines two pickets buried in snow can be dangerous if one of the pickets pops out easily when loaded and, as a consequence, the remaining picket gets shock-loaded. Shock loading exerts forces far greater than the weight of the static rescue load, and the entire anchor can fail catastrophically.

Principles of Multipoint Anchor-Building

Mountaineers and high-angle rescue experts have identified several principles for analyzing multipoint anchors. These principles form a checklist that rescuers can use to design and analyze anchors in the field. Several good mnemonic devices exist for these principles; a recent favorite in the professional guiding community is NERDSS. This acronym incorporates the following concepts:

1. **No Extension.** If any single part of the anchor fails, the remaining parts will not experience shock loading from sudden extension of connecting cord or webbing.
2. **Redundancy.** If any single part of the anchor fails, the anchor will still hold the load. This principle applies to POA

such as buried pickets, trees, and rock protection, as well as to the system of cord, webbing, and carabiners that connects them.

3. **Distribution.** The system distributes loads nearly equally among the POA. In addition, all angles in the system of connecting cords and webbing are less than 90 degrees to avoid the load-amplifying effects of large angles discussed below.
4. **Strength.** Each POA is solid and reliable, ideally strong enough to withstand the largest forces that the anchor is likely to sustain.
5. **Simplicity.** The anchor is simple enough to be constructed and removed quickly. Its mechanics are easy to analyze by rescuers stressed by weather, darkness, or the urgency of the incident.

The caveat about angles deserves explanation. Figure 1 shows a sketch of a two-point anchor with strands of a sling connecting the two points to the master point, formed by a locking carabiner shown at the bottom of the diagram. Suppose we suspend a 1-kilonewton (224.8-pound) load from this master point and that the two POA bear equal fractions of the load. The theoretical force on each POA is 0.5 kilonewtons when the angle between the strands of the sling is 0 degrees.

A force-balance analysis, aided by trigonometry, reveals that when the angle increases, so does the force exerted on each POA. Table 1 shows this effect. When the angle is 30 degrees or smaller, the force on each POA remains close to half, so each POA still shares roughly half the load. On the other hand, for angles greater than 120 degrees, the force on each POA exceeds the weight of the load! Because of this seemingly paradoxical load-amplifying effect, rescuers must take care to keep the angles in the anchor smaller than 90 degrees.

Angle	Force on Each POA
0 degrees	0.500 kilonewtons
30 degrees	0.518 kilonewtons
60 degrees	0.577 kilonewtons
90 degrees	0.707 kilonewtons
120 degrees	1.000 kilonewtons
150 degrees	1.931 kilonewtons

Table 1. Theoretical effects of angle on the force acting on each POA in a two-point anchor, assuming each POA bears an equal share of a 1-kilonewton load.

The five principles listed above represent the ideal case, never truly achieved in practice. As examples below illustrate, some of the principles conflict with others. For example, anchors that effectively distribute or equalize the load among two or more POA tend to allow some extension if a single POA fails. Nevertheless, the NERDSS mnemonic provides rescuers with an easy-to-remember checklist for analyzing the strengths and weaknesses of anchors in the field.

Three Common Examples

Three examples of multipoint anchors illustrate the NERDSS concepts. Each example can be constructed using the anchor materials listed in Table 2.

- A cordelette, typically a 7-meter length of 7-millimeter static cord tied into a loop with a double fisherman's knot or a Flemish bend (strength: about 10 kilonewtons).
- Sewn double-length (120-centimeter) or longer slings (strength: about 22 kilonewtons).
- Pear-shaped locking carabiners (strength: about 25 kilonewtons).

First, we'll focus on two-point examples; later, I'll briefly discuss three-point extensions. The figures below show rock anchors,

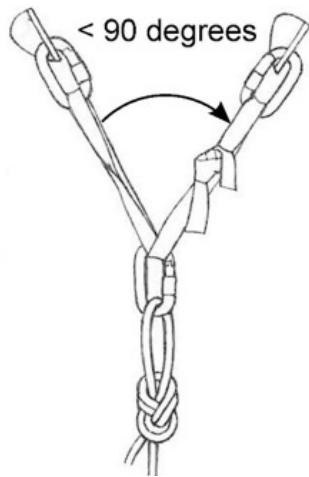


Figure 1. Two-point anchor with slings connected at master point. The angles are less than 90 degrees.



Figure 2. Twisted strand for a magic X anchor.



Figure 3. Completed magic X anchor with locking carabiner at the master point.



Figure 4. Magic X anchor with extension-limiting knots.



Figure 5. Clipping a sling into each POA to start a ponytail anchor.



Figure 6. Completed ponytail anchor.

Material	Description	Approximate Breaking Strength
Cordelette	7-meter length of 7-millimeter static cord, tied in a loop.	10 kilonewtons
Double-length slings	120-centimeter commercially sewn nylon or Spectra loops.	22 kilonewtons
Carabiners	Pear-shaped, locking variety.	25 kilonewtons

Table 2. Common anchor-building materials and their approximate breaking strengths.



Figure 7. Triple-length sling doubled, knotted, and clipped into one POA to start a quad anchor.



Figure 8. Completed quad anchor with double master point.



Figure 9. Triple-length sling clipped to three POA to start a three-point ponytail anchor.



Figure 10. Completed three-point ponytail anchor.



Figure 11. Clipping and equalizing two POA to start a three-point quad anchor.



Figure 12. Completed three-point quad anchor.

which tend to be more compact than anchors built using snow or trees, but the ideas translate easily to other media.

The Magic X

To build a magic X, clip a sling or cordelette into each POA, then put a twist in one of the strands, as shown in Figure 2. Clip a locking carabiner onto the untwisted strand and into the loop in the twisted strand to create a master point, as shown in Figure 3. This anchor distributes the load quite effectively over a range of loading angles.

The twist, or magic X, prevents the anchor from failing if one of the POA fails, since the twist will catch the carabiner and the load. However, if this happens, the sling will extend, and the other POA will undergo shock loading. You can reduce the shock loading by adding extension-limiting overhand knots, as shown in Figure 4. These knots weaken the sling by about 35 percent. If left untightened, however, they also add some shock-absorbing capacity, since some of the shock loading will be dissipated as the knots tighten under tension.

Anchor Type	No Extension	Redundancy	Distribution	Strength	Simplicity
Magic X	Fair	Poor	Good	Good	Good
Ponytail	Good	Good	Fair	Good	Good
Quad	Fair	Good	Good	Good	Good

Table 3. Assessment of three anchor types using the NERDSS checklist.

The magic X is not completely redundant. Although it shares the load between two anchors, if something severs the sling the entire anchor fails. To compensate for this lack of redundancy, attach two magic X slings to each POA. This technique sacrifices some simplicity, but is worth considering if you have a shifting load and the anchor will rub against highly abrasive rock.

As summarized in Table 3, the magic X with extension-limiting knots is only fair at controlling extension, is not truly redundant, distributes forces well, is strong if the POA are, and is reasonably simple.

The Ponytail

To build a ponytail anchor, clip a cordelette or sling to both POA as shown in Figure 5, grab both strands between the POA, and clip a locking carabiner to the strands. Aim the carabiner toward the load, then tie the strands into an overhand or figure-eight knot, as shown in Figure 6. The locking carabiner is the master point.

Ponytail anchors excel at preventing extension. They are redundant. Because we “pre-equalize” the strands for a particular loading direction, these anchors are only fair at distributing loads among the POA. The knot at the master point can dissipate some of the force of a shock load. This anchor is strong if the POA are, and it is simple.

The Quad

To build a quad, double a cordelette or long sling and tie an overhand knot toward one end of the resulting four-strand bundle, creating four short loops. Clip these short loops to a POA, as shown in Figure 7. Tie another overhand knot near the other end of the four-strand bundle and clip the four new short loops to the other POA. As Figure 8 depicts, the result is a double master point, with each locking carabiner clipping two strands in the middle of the four-strand bundle.

The quad provides some protection against extension, depending on the length of the middle segment of the bundle. This type of anchor is fully redundant, distributes forces well, is strong, and it is simple.

Three-Point Anchors

It is possible to extend the ponytail and the quad to accommodate three POA. For the ponytail, clip the cordelette or sling into all

three POA, as shown in Figure 9, then clip a locking carabiner to each strand between the POA. Then, as for the two-point ponytail, aim the locking carabiner toward the load and tie an overhand or figure-eight knot to form a master point. Figure 10 shows the result. The three-point ponytail shares the advantages and disadvantages of the two-point ponytail, but has somewhat greater security because of the additional POA.

To build a quad anchor with three POA, start by clipping single strands of a doubled cordelette or sling to each of the two weakest POA. Equalize the tension on these two POA, then tie an overhand knot in the four-strand bundle near the POA, as shown in Figure 11. Then tie another overhand knot near the other end of the four-strand bundle and clip the resulting four-strand loop to the third POA, as shown in Figure 12. This anchor shares the advantages and disadvantages of the two-point quad, and it provides a way to help compensate for an unavoidably weak POA or two.

Other Acronyms

The mountain rescue community uses a wide variety of acronyms to summarize the concepts reviewed above. Among the most common alternatives are the following:

- **SRENE**: Solid, Redundant, Equalized, No Extension.
- **SERENE**: Solid, Equalized, Redundant, No Extension.
- **ERNEST**: Equalized, Redundant, No Extension, Solid, Timely.
- **EARNEST**: Equalized, Angle-appropriate, Redundant, No Extension, Solid, Timely.

If you have a favorite, stick with it. The point is to understand the concepts and use a mental checklist in the field to design and assess the anchors that you build.

Conclusions

Multipoint anchors expand the rescuer's toolbox and provide several techniques for improving the security of a rescue anchor. The NERDSS acronym — one of several in common use among mountaineers and professional guides — furnishes an easy-to-remember checklist for assessing anchors in the field. Although no anchor perfectly meets all of the NERDSS criteria, ski patrollers can use these concepts to evaluate the strengths and weaknesses of an anchor before subjecting it to a rescue load. +

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BACKCOUNTRY TRANSPORTATION

USING DIFFERENT SLED OPTIONS FOR PATIENT TRANSPORT

BY RICK SHANDLER, NSP NATIONAL NORDIC/BACKCOUNTRY PROGRAM DIRECTOR



Preparing for backcountry transportation. Photo by Candace Horgan.



A backcountry transport option. Photo by Candace Horgan.

All ski patrol incidents follow the acronym ALAAST: Alert, Locate, Access, Assess, Stabilize, and Transport. While each of these stages of rescue creates its own unique challenges to the patroller, this article will focus on the last: transporting the patient out of the backcountry.

In the Nordic/Backcountry (N/BC) Program, there is a much wider range of transportation options than those traditionally utilized within an alpine venue. Most of these options are influenced by factors such as weight, size, cost, ease of use, flexibility, and equipment specificity. With equipment specificity, we consider how versatile the items used to create transportation are for other purposes.

Remember, often these rescues occur in non-lift serviced areas, and equipment may have to be transported by human power both to the scene and then out again with a patient on-board. We must differentiate between a piece of equipment that comes as part of a called-in response (e.g., the patroller knows about the injury and is able to pack the needed equipment), and that which would be improvised or fabricated with materials on hand. It is also important to remember that many of these transports take place in uphill, flat, and downhill terrain, requiring adaptability in the arrangement of the patrollers who are powering the transport.

Most of us are familiar with the venerable Cascade Rescue Company toboggan. This is a highly evolved design that is task-designed to transport patients and does it quite well. A standard Cascade 100 is probably best suited to either lift-served areas or tow-from-behind snowmobile responses.

One variant that is better suited for the N/BC environment is the Cascade Rescue Advance Series Model 200 Rescue Litter. This hybrid product is relatively lightweight, breaks down into several components, and can be packed in by a patroller

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Preparing skis for use in transporting a patient. Photo by Candace Horgan.



An improvised backcountry transport. Photo by Candace Horgan.



An improvised transport. Photo by Rick Shandler.



Patient packaged for transport. Photo by Rick Shandler.



Ski poles provide connection point on improvised transport. Photo by Rick Shandler.

if need be. It can be used on snow as a sled with handles, carried like a litter, rolled on a trail with a wheel attached, and is rated for vertical lifting.

Another versatile rescue platform is the Skedco Sked® Basic Rescue System. This is built primarily from a large, lightweight, flexible, tough plastic sheet that becomes rigid when a patient is packaged into it. (Think about a giant SAM splint formed into a U around a forearm.) It slides well on snow, rocks, and ice and can be rigged for vertical rescue applications. For transport to the scene, it rolls up and can be carried in a backpack.

As you travel longer and farther away from civilization and depend more on what's in your pack, you really have to evaluate the size, weight, and versatility of your equipment. As I've said in other articles, carry specialized gear only if it does a job that's essential. Two sleds from Brooks-Range Mountaineering, the Eskimo Rescue Sled and the All-In-One Rescue Sled/Tarp, are meant to be highly versatile, lightweight, and compact. The Eskimo model is slightly larger and more limited in its applications, but is simpler and faster to implement and might be better when patient carries over terrain not covered by snow may be involved. It is well-suited to a rescue cache or response plan.

The Rescue Sled/Tarp makes an excellent sled, requires less on-scene "fabrication"



Preparing a transport using skis. Photo by Rick Shandler.

than some sled designs, is slightly more compact than the Eskimo version, fits in your pack more easily, and has the added value of being able to be used as a tarp for an emergency shelter. If you happen to use one of the Brooks-Range shovels that has the stretcher bars integrated into the handle, you can shave some weight by not carrying them in the sled kit as well.

Rescue sleds can also be fabricated from multi-use items that an N/BC patroller might have with them in their pack that can also be used for emergency shelters, repairs, low angle access, or mechanical advantage. There are many variations on this theme, and no one has the ultimate design. By incorporating the patient's skis and various other items from a patroller's pack, we can create a framework, lashing system, and haul lines to safely and comfortably evacuate an injured person.

There are two general variations of a rescue sled, and both depend on the type of skis used by the patient. If the skis have metal edges, they are generally used at the bottom of the sled and therefore come into direct contact with the snow. This is often better suited for backcountry rescues. In addition, you will often see skis with holes in the tips and tails; these are meant to facilitate using shovel handles and blades as part of sled construction.

The "Tarp Toboggan" works best with non-metal-edged skis. Here, the skis are inside the tarp with the patient. In this

configuration, metal-edged skis would have a tendency to cut through the tarp, rendering the sled useless. If need be, metal-edged skis can be taped or placed on top of padding. Think of all of your equipment as a multifunctional system where it's critical to understand how it can best be used to solve a variety of problems on the snow.

Building and using all of these sleds, regardless of design, requires practice, practice, and more practice. With an injured person in need of medical care, temperature regulation, shelter, transport, etc., time becomes essential, and failure during patient transport is decidedly suboptimal. All of the options will also require careful consideration with patient packaging and monitoring of the patient and their injuries during the actual transport. Being familiar with the rigging and hauling of any sled is a key component of training.

One other consideration is not just transporting the public, but perhaps fellow patrollers. When we are teaching Avalanche, MTR, or Nordic classes, there is always the possibility of injury in the field. Part of our pre-plan and risk management as instructors is to play the "what if" game and be able to respond quickly and appropriately should a member of our class get injured and need to be evacuated.

Remember, "How you practice is how you play." Regardless of what strategy you use, all of these systems require practice under real terrain situations to become proficient in both the packaging and the transport of an injured person. They also shape the annual toboggan refresher for an N/BC patrol in that they should refresh on each piece of equipment and strategy that is part of their response plan. +



Physicians' Roles at Ski Areas and the National Ski Patrol

A LOCAL DOCTOR CAN BE A GREAT ASSET FOR MANAGEMENT AND YOUR PATROL

BY DAVID JOHE, M.D., NSP NATIONAL MEDICAL ADVISER



New spinal splinting protocols can be taught by a medical director. Photo by Dave Engle.

The NSP has always considered physician input important. Ever since Minnie Dole asked Dr. L. M. Thompson to chair the first NSP Medical Advisory Committee, and Dr. Thompson wrote *Ski Safety and First Aid*, physicians have helped the NSP develop medical educational programs for patrollers.

Doctors participate at many levels, from national medical adviser to local patrol medical director. Doctors who are involved in the NSP are valuable assets. As a medical director, they can help your patrol and management. Regional and division medical advisers help with OEC training and participate in division activities. Division medical advisers and physicians on the National Medical Committee, along with the national medical adviser, formulate the medical content in the OEC text.

There are four ways a doctor can participate at a ski area: a physician practicing medicine, a physician partner or adviser, a patroller, and a local medical director. Some doctors serve in more than one role.

PRACTICING PHYSICIAN

A doctor who “practices medicine” is not performing patroller first responder care and not what the *NSP Policies and Procedures* defines as a medical director.

If management wants higher medical care, they need to arrange it separately from the patrol and NSP. For example, reduction of dislocated joints, intubation, or administration of intravenous fluids and medications are outside patrol duties. Some ski areas have doctors who provide this care.

Some larger ski areas have medical clinics with X-ray capabilities at the base with physician care available as a fee for service. These physicians are not part of the NSP. If area management has arranged for advanced medical care, one of these physicians would make an excellent medical director separate from their duties as a practicing physician.

Some ski areas have doctor patrols. These “patrols” are not part of the NSP system, but can work with patrollers under

management guidelines. These physicians are encouraged to become members of the NSP as physician partners.

When ski areas have doctor patrols whose physicians perform a higher level of care for patients than a patroller would, they are treating patients using their state medical license and physician malpractice. These doctors need a license and insurance that is specific to the state where they are practicing and must follow the rules for practicing medicine in that state.

If a doctor practices in an office/hospital in Pennsylvania and is on a doctor patrol as a physician at a resort in New York, a separate license and possibly additional malpractice insurance is needed. Since many doctors are employees at a hospital, their malpractice insurance may not cover them practicing medicine at a ski resort.

PATROLLERS WHO ARE PHYSICIANS

Sometimes, patrollers are credentialed physicians. They need to have a current OEC card



A physician overseeing OEC scenarios. Photo by Candace Horgan.

and follow all the qualifications needed to be a patroller. They function at the resort as any patroller would.

Although I am trained as an orthopedic surgeon, when I volunteer as an on-hill patroller at my area, I do not do hands-on advanced medical procedures such as intubation, starting IVs, or giving medications. My pack has the same items that any patroller carries, and I find I provide the same on-hill care as any patroller. There really is not much more a doctor with ski patrol equipment can do on the hill than a patroller. However, since medical education has trained a doctor at a higher level than a first responder, the physician must use that knowledge when patrolling.

DOCTORS AS MEDICAL DIRECTORS

A local medical director helps with local area policies and protocols, education, quality assurance, and training. This director can help your patrol and management with many decisions to improve the care of resort patrons. The medical director can be

a conduit between management and patrollers for issues of medical importance.

A patrol's medical director is one of your most valuable members. Under the *NSP Policies and Procedures*, this person is registered with NSP as a physician partner. Most patrols find a local doctor for the role of medical director. Medical directors do not need to be patrollers, provided they understand and use Outdoor Emergency Care as the patrol's standard of training. A doctor who works in the hospital emergency room where your patients are transferred would make a great medical director and resource for your patrol. However, any licensed physician in any specialty can be a local director.

Some local medical directors are also patrollers. A doctor who is also a patroller understands how a patrol functions, the level of training needed to become a patroller, and as a sled puller what really goes on during a rescue on the hill. Although it is not required, local medical director physicians are encouraged to become patrollers and OEC instructors.

Doctors may take an OEC course or challenge the OEC course to become a patroller. At a minimum, most of the on-hill or practical part of the OEC course should be taken if physicians wish to do a challenge.

FINDING A MEDICAL DIRECTOR FOR YOUR PATROL

When obtaining a local medical director, you should involve management in the decision-making process early. Patrol leadership needs to explain to management the benefits the patrol will gain from physician input on area medical policies, local protocols, medical education, EMS interface, and training. Ski area managers may help your patrol in obtaining a qualified medical provider once they understand the medical director's function.

Following management's approval to obtain a medical director, and patrol leadership and management finding an interested doctor, make sure your OEC trainers agree on the individual. The OEC instructors will need to work closely with the medical director. See the *NSP Policies*



and Procedures, which is available to NSP members online, to find the information you need to provide all parties, including the physician, about what the NSP defines as the duties and responsibilities of a physician partner. Ultimately, management will define the doctor's role.

MEDICAL DIRECTOR RESPONSIBILITIES AND INSURANCE

Since a medical director will not be directly caring for patients as they would in their office or the hospital, but instead helping with patrol duties and local area policies and protocols, education, quality assurance, and training, the area's general liability policy should cover the doctor's liability for these non-direct patient care functions. It is best to check with management and the area's insurance carrier about this issue. Local medical policies or protocols should be based on OEC training or medical-based evidence that has been shown to be effective in peer-reviewed medical journals.

Physicians may also want to talk to their own malpractice carrier and explain what they do when they patrol or volunteer as a medical director to see if their malpractice covers them. The National Ski Patrol does not provide physician malpractice insurance or insurance for care of patients; the local ski area provides insurance for patrolers when they are officially patrolling.

STANDARD OF TRAINING VERSUS STANDARD OF CARE

Outdoor Emergency Care provides a standard of training for patrolers. Standard of training is what a patroller learns through OEC so that they have the tools needed to provide care.

Standard of care is determined by the training given a patroller, the ski area's local protocols required by area management, and the laws of the state as applied in the geographic area the patroller is working. A medical director can play a significant role in helping develop the local standard of care or local protocols to make sure that patrolers are trained for the needs of their ski area.

Each ski area may have a different standard of care based on many factors, including local EMS protocols and state laws. If local needs are different from OEC, only under management's authority can a physician teach patrolers a standard of care outside



A pulse oximeter. Photo by Candace Horgan.

OEC training.

The editors of the OEC text and program seek to use the best national standard of training that follows National Registry of Emergency Medical Technicians Emergency Medical Responder guidelines, plus additional information a patroller needs. The OEC editors and NSP require instructors and all medical personnel who help with patroller education to use OEC for training in candidate classes and refreshers. The local medical director needs to understand this and follow the training in OEC. However, if appropriate, the local medical director, management, and patrol leadership may choose to use a standard of medical care that varies from OEC training when necessary because of local or state EMS regulations, or for other local reasons.

LOCAL MEDICAL DIRECTOR DUTIES

Although OEC trains patrolers well, it may not cover medical care or equipment unique to the area or patrol. The local medical director can help with this.

Another important job of the medical director is to recommend and help train patrolers on new medical equipment. For example, several new femoral traction splints are available. Pulse oximeters are now in wide use. Each patroller needs to understand such devices before using them. The local physician can help with this training.

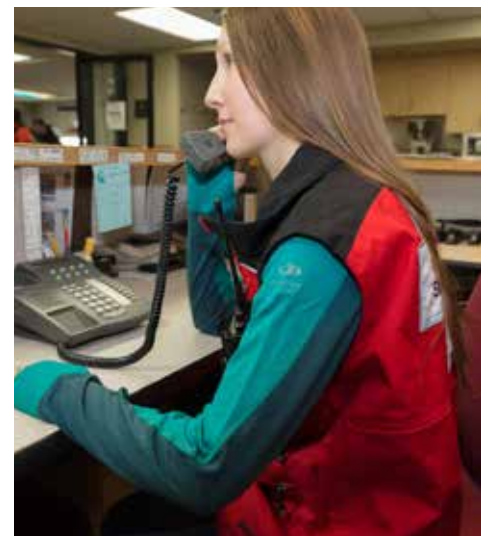
Recently, some patrols have decided to have NARCAN® available for opioid overdoses. The lay public can give this drug in some states. Since NARCAN® is not covered in

OEC training, a local medical director can help the patrol develop a protocol for its use, provided all state laws are followed, training is given to all patrolers, and management agrees. Obviously, there are other decisions that need to be reached before a local protocol is developed for NARCAN® usage if your patrol wants to do this.

Our ski area needed to develop a policy regarding EpiPens. OEC teaches patrolers to assist with these life-saving medical devices. Parents would drop off their small children at the child care center with an EpiPen, say use it if necessary, and then go skiing. Following guidelines from state law, we developed a protocol for the staff to use these devices and with legal help created a form the parent had to sign.

If local EMS or state EMS protocols need to be followed by your patrol, the medical director may facilitate complying with these evidence-based protocols. This has been the case with some individual state EMS backboard protocols. Newer backboard assessment protocols are now available. Some patrol's medical directors are helping their patrol adopt these assessment guidelines following EMS state recommendations. Additionally, the local medical director is a great resource for facilitating cooperation between local EMS providers and your patrol so that care can be seamless.

A patrol's medical director can also help with a patrol's refresher, following OEC, but perhaps adding additional information such as an X-ray to make the station more interesting. Medical directors can also give "doc talks" on various medical practices as part



A clinic at the base often has physicians. Photo by Scott Brockmeier.

of a refresher. However, the topics in the *OEC Refresher Workbook* must be covered, and this additional information should not substitute for the required refresher information.

One of the more essential functions of the medical director is to help with local quality assurance programs in conjunction with area management. The director coordinates with local EMS/hospital staffs on matters of quality assurance, education, problem resolution, etc. Reviewing difficult cases with patrollers, teaching patrollers about various medical problems so they understand the “whys” of their treatment, and reviewing X-rays of fractures at special sessions is just part of what your local director may do. The medical director and risk manager may work together to assure an excellent standard of care.

The medical director may be asked to review difficult cases handled by patrollers for educational quality assurance purposes, improving the quality of care. When the OEC standard of training is followed, care is done well by patrollers in the field. However, we all know that sometimes patrollers need to think outside the box and adapt their knowledge for

patient care. Review of these unusual cases by the medical director with feedback to the patrollers involved is beneficial.

WHEN A LOCAL PHYSICIAN IS NOT AVAILABLE

Although a physician may be a better choice, a paramedic with the local EMS squad or other licensed medical provider such as a trauma nurse can help your patrol as medical director. This is primarily for areas that do not have access to a physician locally. This individual needs to have the ability to contact a physician if needed for consultation. If the non-physician medical director works in a local hospital, a local doctor at the hospital could advise them when needed. The NSP region or division medical advisers are available to help these providers if a local physician is unable to help them. These medical directors can register with the NSP as associate members, not as physician partners.

ADDED BENEFITS FOR THE MEDICAL DIRECTOR

The local medical director can become a member of the NSP as a physician partner

and receive the national benefits that a patroller receives, including pro deals, NSP catalog sale items, and *Ski Patrol Magazine*. The patrol director can add the medical director to the patrol's roster as a physician partner. Even if not a patroller, the director is then a dues-paying member, which allows the person to stay in the NSP loop. At many areas, management realizes the value provided by the medical director and has agreed to give the director the same local benefits that patrollers receive.

A VALUABLE ASSET

The National Ski Patrol encourages all patrols to have a medical director. This doctor or higher-level medical provider will help your patrol establish policies and procedures for the care of injured and sick patrons. Management usually welcomes this input if they understand how this provider can improve care, help with local policies, and provide quality assurance.


If you do not have a medical director, I encourage you to start looking for one. The benefits are invaluable. +



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Summer Transportation Considerations

WHAT TO LOOK FOR IN A BIKE

BY MARC BARLAGE, NSP NATIONAL OET PROGRAM DIRECTOR



Bike patroller. Photo by Andre Gonsalves.

The key to patrol operations in a winter or summer environment is early treatment and transport, as well as early access to ALS intervention. In the winter, patrollers primarily use skis and snowboards to get to guests who need assistance. However, with many of the resorts we serve moving into year-round operations, bikes are becoming a popular transportation choice.

Since more patrollers are using bikes, the NSP board of directors created a Bike Committee to look at the needs associated with patrolling in the summer. From a transportation standpoint, one of the first things to look at is what type of bike you might want to consider.

A FEW NOTES ABOUT THE BIKE

There are a few things to consider with bike selection. Prices on these bikes vary like any other major purchase you would make. They range from a little more than \$500 to \$8,000-plus; as with most things in life, you usually get what you pay for, so keep this in mind when purchasing. To evaluate what price range is best, you might want to

consider the following:

- Your budget;
- Frequency of use;
- The type of terrain you expect to encounter;
- Whether you will use the bike for personal riding, or just while patrolling;
- Whether to purchase a brand-new bike or a used or demo bike; and
- Whether you receive an equipment allowance from your area.

I would recommend buying from a reputable manufacturer. Different manufacturers are known for different types of bikes and sometimes specialize in a certain model. A quick internet search can give you some of the top manufacturers. Do you want a full suspension bike, or a hardtail? A cross-country, enduro, or downhill bike? A fat bike? If some or all of these terms are a bit or completely unfamiliar, here is some information to familiarize yourself with before you head to your local bike shop.

FULL SUSPENSION

These bikes have both front forks and rear suspension and offer the best ride, but it comes at a price. They are usually more expensive, heavier, and not as efficient at climbing.

HARDTAIL

These bikes have front forks and a rigid frame. These are the cheetahs of the bike world. They are the fastest climbers, usually the lightest weight, and the least expensive bikes.

FAT BIKES

These aren't just for us husky fellows. They have a fat tire that works very well in specific terrain like snow and sand where the wider tires give you flotation when it might be difficult to ride with other tires. Fat bikes typically



Bike patroller. Photo by Andre Gonsalves.

are hardtail because the tires themselves dampen the impact of the ground.

CROSS-COUNTRY

These bikes are generally used for riding point-to-point or in a loop, including climbs and descents on a variety of terrain. A typical cross-country bike weighs around 20-30 pounds and has 0-125 millimeters (0.0-4.9 inches) of suspension travel in the front and sometimes in the rear.

MOUNTAIN/ENDURO

These bikes use moderate-travel suspension systems and components that are usually stronger than cross-country models, but with a weight that is still suitable for climbing and descending. These are suitable for a wide variety of terrain. Usually, the geometry is a little more relaxed than a cross-country bike, giving it more stability in rough terrain.

DOWNHILL

These are used primarily for downhill use only. These bikes have sturdy frames and a long travel suspension to conquer large jumps up to and including drops of 3-plus meters (10-plus feet) and terrain that is generally rough and steep from top to bottom. The rider commonly travels to the point of descent by other means than cycling, such as a ski lift or automobile, as the weight of the downhill mountain bike often precludes any serious climbing.

Start with the basics and do some additional research and then talk to your local bike shop. I found with the amount of use and the length of time I keep a bike it was a better value for me to buy a higher-end bike.

A modest investment in equipment and a proper training program will enable you to provide rapid EMS and early ALS intervention no matter the circumstances or venue you may be in. With some effort, biking may become something you truly enjoy and can help keep you active all year long. +



Backcountry Communications Technologies

HOW TO STAY SAFE OFF THE GRID

BY DICK WOOLF,
NSP NATIONAL TELECOMMUNICATIONS ADVISER

As more outdoor enthusiasts venture into the backcountry for hiking, camping, or base jumping (not recommended), how do you stay safe and “in touch” when you’re out of range of cellular networks? The answer to this question really depends on your comfort level.

If you want cellular-type voice and data service like you have at home, you should use a satellite phone (satphone). These devices look like portable radios, have an exposed antenna, and communicate with an orbiting array of communications satellites on either the Iridium or Globalstar networks. You can purchase a device and subscribe to service on an ongoing basis, or you may rent a device (and associated service) from a variety of providers. Your device will have a 10-digit phone number and can be dialed like any other cellular phone. GPS location is provided, and some models offer text messaging and specialized apps.

If you don’t really need telephone-type communications, but simply need to be able to signal for help in an emergency, plus let family and friends know you’re OK, you can rent or buy a device called a satellite messenger. These devices are made by DeLorme and Spot. A service subscription is required. There are various models, all of which incorporate GPS location, an “SOS” (help) button, and the ability to send pre-programmed text or email messages to family and friends. Some models can automatically send location information at selected intervals;



others offer “extreme tracking” — continuous tracking while movement is detected. If you press the “help” button, a signal is relayed via satellite to a privately-run coordination center in Houston, which contacts the appropriate rescue services in your location.

As a last resort, personal locator beacons (PLBs) are designed to signal for help in a life-or-death emergency. They operate on an internationally reserved frequency (406 MHz) and work through a global network of satellites operated by the U.S., Canadian, French, and Russian governments. PLBs need to be registered in their “home country.” Most models transmit both the “help” signal and its GPS coordinates. Location resolution is approximately 100 meters.

PLBs are the hand-carried versions of beacons installed on aircraft and ships worldwide. No voice, text, or email communications are provided — they’re just for critical emergencies. The most common brand of PLB is made by ACR Electronics. A more detailed article on emergency locator beacons can be found in the summer 2008 issue of *Ski Patrol Magazine*. The article may be accessed by going to www.nsp.org, then selecting “Programs/Telecommunications.”

When venturing off the grid, it’s important to have some means of emergency communications, whether for your own party, or if you come across someone else who needs help.

Questions/comments on this topic may be directed to telecom@nsp.org. +



Women on patrol. Photo by Scott Brockmeier.

NEW Roots

WOMEN'S PROGRAM WORKS
ON RECRUITMENT, RETENTION
BY TANYA THOMAS, NSP NATIONAL
WOMEN'S PROGRAM ADVISER

FIRST, A QUICK INTRODUCTION. I'M TANYA THOMAS, THE NEW NSP NATIONAL WOMEN'S PROGRAM ADVISER. I'M A SENIOR PATROLLER AND OUTDOOR EMERGENCY TRANSPORTATION INSTRUCTOR AND INSTRUCTOR TRAINER FROM THE SOUTHERN DIVISION. I'M A VETERINARIAN, MOM OF TWO BOYS (1.5 AND 3.5 YEARS OLD), WIFE OF LEE, AND THE PREVIOUS SOUTHERN DIVISION WOMEN'S PROGRAM SUPERVISOR.

I live in the beautiful state of South Carolina. No, there are no ski resorts here, so I have to drive at least 3.5 hours to the closest resort and five hours to my current "home" mountain of Wintergreen Resort in Virginia. I started patrolling because my dad did it, but I still do it because I love it. I love my second (and third, and fourth) families on the mountain, I love helping people, and I love teaching! I have been a patroller since 2002 and a part of the Women's Program in the Southern Division since it was restarted in 2012.

The NSP National Women's Program became official eight years ago under the direction of Linda Barthel. The program started as a group of women wanting to ignite the spark in other women patrollers to enjoy what patrolling has



Southern Division ladies leadership. From L-R: National Women's Program Adviser Tanya Thomas, past Southern Division Women's Program Supervisor Joy Jucker, and current Southern Division Women's Program Supervisor Amanda Perryman. Photo by Linda Barthel.



Women on patrol. Photo by Scott Brockmeier.

to offer. We have moved around in various committees in the NSP — from Education to Planning to Non-Curricular, but finally we have a home in the newly formed Marketing Committee.

This is a great committee that includes similar programs like the Young Adult Program, Alumni Program, etc. We are led by NSP board member Ty Damon from Central Division and Marketing and Development Director Melanie Hood from the Lakewood office staff. The focus is on membership enhancement, not just skills. Last September, before my appointment, the committee convened in a face-to-face meeting to discuss where the programs are and where we'd like to go.

All of the programs support the recruitment, retention, and recognition of patrollers. The Women's Program is excited to expand on these key concepts in the following ways:

- **Recruitment:** The Women's Program will be looking to develop strategies to get more women involved in ski patrolling. We will be working with the Lakewood office to create more pieces focused on recruiting women and more patrolling collateral with women featured. Each of the division supervisors can then use these pieces at public events and encourage patrols to do the same to increase the number of women patrollers.
- **Retention:** When anyone is involved at multiple levels of an organization, especially a volunteer organization, they tend to stick around longer. The Women's Program is working to create new paths for women to become more involved with the NSP, whether that is at a local level by being an instructor of record or instructor trainer of an education program, or working on creating events, or holding a leadership position at the division level, or even serving at the national level. The Women's Program seeks to foster an environment where women

become more involved and feel like they are an integral part of the patrol.

- **Recognition:** Who among us, whether male or female, does not feel validation and enthusiasm for being recognized for our contributions? By interacting with NSP National Awards Adviser Jerry Sherman on the Marketing Committee calls, we hope to disseminate information to more women in the NSP rank and file about the numerous awards the NSP offers to help recognize them for their outstanding contributions.

Working together with the programs that are under the purview of the Marketing Committee, we can not only make each program stronger, we can help promote and strengthen the organization as a whole.



As I take the reins from Linda, I look to build participation in the Women's Program. If you are a woman and have not attended a program, I encourage you to do so. It's not only about Outdoor Emergency Transportation; there's something about having a group of women training together that is not only nurturing for the student, it gives you the confidence to push the envelope and try something new you might not otherwise do. I have yet to participate in a program where I didn't learn something.

Does your division have a program? If you are in the Central, Eastern, Far West, Rocky Mountain, Southern, and even the Professional Division — you certainly do! If you are in other divisions, talk to your leadership and discuss starting or restarting a program. Plan to attend Powderfall 2019 and sign up for one of the women's clinics we'll be offering. If you have ideas for the Women's Program, I look forward to hearing about them. Look for us on Facebook at www.facebook.com/nspnwp. See you out there! +

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PASSING THE TORCH

PURSuing THE NEXT GENERATION OF PATROLLERS
BY PAUL TOURANGEAU, NSP NATIONAL YOUNG ADULT ADVISER



Paul Tourangeau (in red vest) with Winter Park young adult patrollers.

The National Ski Patrol Young Adult Patroller (YAP) Program is alive and well; it is in fact thriving and growing. I have described in earlier *Ski Patrol Magazine* articles the benefits and virtues of maintaining, or starting, a YAP Program — benefits for your ski patrol and your patrollers, benefits for the sustainability of the NSP as an organization, and benefits to the young adults who chose to become young adult patrollers. Everybody wins by starting a new YAP program, or maintaining an already established YAP program.

Over the past three years that I have served as the NSP YAP adviser, I have been impressed by the dedication of individual patrollers and their patrols to having strong YAP programs and impressed by the commitment of the NSP board and Lakewood office staff to making the Young Adult Program a success.

We have built a strong webpage on the NSP website for YAP programs, which includes important tools for how ski patrols can start a YAP program or maintain their YAP program. We have worked hard to support and

promote the Young Adult Program through *Ski Patrol Magazine*, through our NSP YAP Subcommittee, by word of mouth, through YAP jamborees and seminars, on the NSP website, as part of Powderfall, and using other communications tools.

There is more work to be done to improve the tools available to ski patrols, to develop the social media aspect of the Young Adult Program, and to simply get out and promote the program to individual ski patrols in the divisions. I have been so pleased to see ski patrols start programs these past few years and ski areas inquiring how a program can be initiated. To name just a few recently in different divisions, we've had Sandia Peak Ski Patrol in New Mexico, Pine Mountain Ski Patrol in Michigan, Wintergreen Ski Patrol in Virginia, Ski Sunrise Ski Patrol in Arizona, and Ober-Gatlinburg Ski Patrol in Tennessee start or inquire about starting young adult programs.

When I was asked to apply for the position of NSP YAP adviser, I let it be known that my

tenure might be time-limited if I were chosen, so when I was offered and took on the role, I tried to make the most of whatever time that I had available. I think we have made substantial progress in advancing the Young Adult Program across the NSP and developing interest in YAP programs.

I now need to attend to other priority family obligations, so I am stepping aside as NSP YAP adviser. I am passing the torch to some other able and enthusiastic NSP patroller who wants to serve the NSP and benefit young people by advancing YAP programs in each of the divisions.

As Eastern Division YAP Adviser Craig Larson puts it so well, young adult patrollers are “the Next Generation” of the NSP. We all need to support these YAP programs, those that are in place and those that can be established in specific ski patrols across the country. I look forward to seeing how the next NSP YAP adviser can carry the torch to help develop that “Next Generation.” +

JAMMING

JAMBOREE

YOUNG ADULT JAMBOREE OFFERS LEARNING AND COMMUNAL FUN
BY MARGARET MILLS, WINTER PARK YOUNG ADULT PATROL ADVISER



Telluride Snow Safety Supervisor Jon Tukman shows young adults the Avalauncher. Photo by Eric Schaller.



Young adult patrollers at the Jamboree pose with Telluride Snow Safety Supervisor Jon Tukman. Photo by Eric Schaller.

This year's Rocky Mountain Division Young Adult Patrol Jamboree was held at Telluride Ski Resort, Colorado, Feb. 3-4, 2018. There were 45 participants representing patrols at Pajarito Mountain Ski Area and Sandia Peak Ski & Tramway in New Mexico, and Hesperus Ski Area, Powderhorn Mountain Resort, Loveland Ski Area, and Winter Park Resort in Colorado.

"The Rocky Mountain Division YAP Jamboree is a fantastic opportunity for young adult patrollers from different ski patrols in Colorado and New Mexico to meet each other, train, and share experiences together, and to appreciate their common bond as ski patrollers," said NSP Young Adult Adviser Paul Tourangeau.

The Rocky Mountain Division YAP Jamboree has been held annually, originating sometime in the '70s, according to Tourangeau. This year's Jamboree was organized by Trent Meshew, a Hesperus patroller.



Winter Park young adults Jacob Houser, Charlie Simonton, David Crumpacker, and Alex Duperret at the Young Adult Patrol Jamboree. Photo by Margaret Mills.



The young adults are introduced to an avalanche rescue dog, Sadie, who will soon dig one of their compatriots out. Photo by Eric Schaller.

The Jamboree events began with a morning spent with Telluride Snow Safety Director Jon Tukman, who reviewed the resort’s snow safety program. Telluride has challenges both inside and outside the posted boundaries. Skiing is an inherently dangerous activity, and part of that danger is avalanches. Telluride works closely with the U.S. Forest Service to use military artillery as a part of its avalanche mitigation program. Jamboree participants toured the area with Tukman, gaining increased awareness of snow safety measures that reduce dangers to skiers.

Paul and Tracy Amidon led Mountain Travel and Rescue stations that included building snow shelters, backcountry splinting, and the “Ten Essentials” survival items recommended for safe travel in the backcountry.

The group also toured Wagner Custom Skis, a 5,000 square foot slope-side ski design and manufacturing facility located in the Telluride Mountain Village that matches a skier’s style and preferences with a one-of-a-kind product.

During the Jamboree banquet, an outstanding YAP, Victoria Reeve from Hesperus Ski Area, was recognized and awarded a new pair of QST skis donated by Solomon.

Attending the Jamboree was Rocky Mountain Division Director Patrick Trimm, who spoke to the group and shared that his patrol tenure began as a YAP in 1984 when he was 15. Trimm emphasized the importance of the YAP Program as a means of providing high schoolers with a vision of volunteerism in the National Ski Patrol long-term. Many graduating seniors will leave patrolling to pursue a college education; while some are able to continue patrolling during that time, others will hopefully return after college to patrol as a worthwhile pursuit, as Trimm’s own history demonstrates.

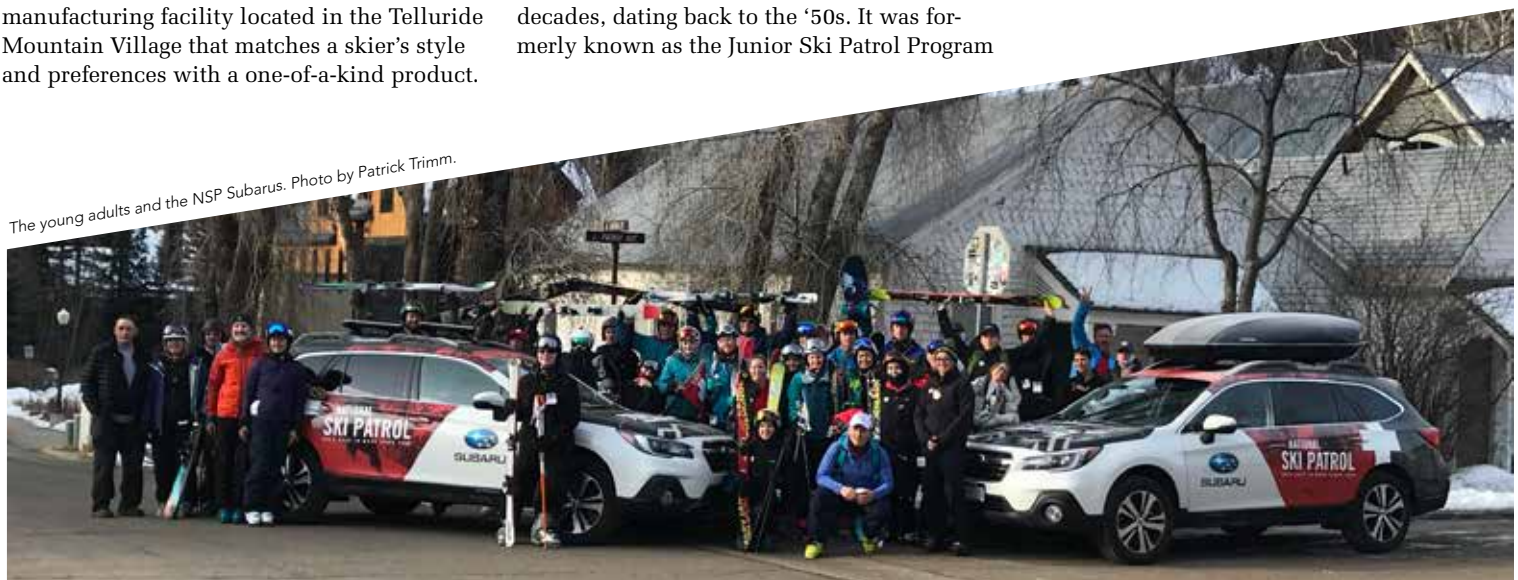
The National Ski Patrol has maintained a “Young Adult Patroller” Program (YAP), for decades, dating back to the ‘50s. It was formerly known as the Junior Ski Patrol Program

and still is referred to by this name in some areas. A number of ski areas have maintained strong YAP programs since the ‘50s and are thriving today. Many are in the Eastern Division and the Rocky Mountain Division.

Comments from a few of this year’s participants emphasized the value they felt in attending the Jamboree.

“It was a great experience collaborating with other junior patrollers and learning more,” said Charlie Simonton, a Winter Park young adult patroller. “The number one thing that I got out of it was meeting other high schoolers who have the same interests and who are from different places.”

Added fellow Winter Park young adult Jacob Houser, “It’s so cool to see that the junior patrol is such a unique community.” +



The young adults and the NSP Subarus. Photo by Patrick Trimm.

Alfred "Monk" Bancroft

Alfred C. Bancroft Jr., better known as "Monk," died on Dec. 10, 2017, after a courageous battle with brain cancer. Monk was a long-time member of the Mad River Glen Ski Patrol. His son, Coe, is also an active member of the patrol.

The patrol remembered Monk by dedicating the first trail check of the opening day of the single chair to him. Mad River Glen honored him by printing "Thanks, Monk" on the tickets that day.

Monk was a resident of Fayston, Vermont, since 1998, with a second residence in West Lebanon, New Hampshire. He was born Nov. 19, 1935, and lived over 50 years in Essex Fells, New Jersey, before retiring to Vermont.

He is survived by his wife, Jane Noyes Bancroft; brother, Thomas Bancroft and his wife, Rosemarie, of Andover, New Jersey; daughter, Elizabeth D. Bancroft, of Orange, Vermont; daughter, Dr. Catherine Betts and her husband, John Betts, of Morriston, Florida; son, Alfred Coe Bancroft III and his wife, Tracy Bancroft, of Glastonbury, Connecticut; and three grandchildren, Dale Bancroft, Melissa Bancroft, and Brady Bancroft.

Active sports have always been a major part of Monk's life. He was a graduate of Kimball Union Academy in 1953 and Dartmouth College in 1957, where he was a member of the ski team, the track team, and Alpha Delta Phi fraternity. Monk would regale everyone with stories of life in the "Animal House," where he seemed to be an active participant in events that were later memorialized in the book and film.

After serving his military obligation in Japan, he was discharged as a captain in the Air Force. Monk's career was in insurance, and he retired in 1998 as the president of David MacGregor Company in Nutley, New Jersey. He coached for 10 years with the Essex Fells Bengals and Roseland Raiders of the West Essex Junior Football League. He



Alfred Bancroft

was a member of the Essex Fells Country Club, the Montclair Ski Club, the Charter Club of Paterson, the Mad River Valley Rotary Club, and the Mad River Tennis Club. Monk's passion

was skiing. He competed in both Nordic and alpine skiing events at Kimball Union Academy and Dartmouth. In 1957, he placed second in the Dartmouth-Harvard Slalom at Tuckerman Ravine on Mount Washington. In the 1960s, Monk was New Jersey state champion in slalom, giant slalom, and downhill.

He continued competing when he moved to Vermont, racing for his Rotary Club team and in many races at Mad River Glen, including leading his family to victory twice in the annual Mad River Glen Family Race. He joined the Mad River Glen Ski Patrol in 1968 and remained active through the 2016-17 season. The Mad River Glen Ski Patrol was an integral part of his life.

Through much of his life, Monk was also an active golfer, tennis player, sailor, hiker, bicycle rider, builder of stone walls, and a renowned reciter and writer of limericks, of which we were all the target at some point.

Adapted from Perkins-Parker Funeral Home obituary by Geordie Hall
Mad River Glen Ski Patrol, Vermont

Tari Blank

Tari Ann Blank, 56, a member of the Granite Peak Ski Patrol in Wisconsin, died on Oct. 31, 2017, in a single vehicle rollover accident on an icy road while she was driving to work. She was on her way to serve others as an EMT in the Aspirus Wausau Hospital's emergency room. Her life as a compassionate care giver spanned careers as a patroller, EMT, volunteer first responder, and surgical technician.

After the birth of her first granddaughter, Baby E, shortly before her accident, she held the baby and said, "Now I know what life and joy are all about."

As a patroller of 15 years, she had the skills, wisdom, and leadership of a very senior member. Tari was an enthusiastic Outdoor Emergency Care and Outdoor Emergency Transportation instructor. She worked with all of the candidates as they made their way through training and immediately became



Tari Blank

their favorite and respected mentor.

She was a Senior toboggan and skiing instructor and evaluator and participated in many division, region, and local events in that role. On the patrol room wall is a whiteboard that contains our *Medical Minute* news. She kept that up to date with current information to remind us of the details of the important work that we do. Tari was the recipient of a Purple Merit Star and a Blue Merit Star, as well as a Critical Care Award.

Her love of teaching took her throughout the North Central Region and Central Division as she gave her time to events and testing so that others could learn and advance their skills.

At home, she helped her husband, David, maintain their hobby farm with her dog, Rusty, as well as three horses, two rescue donkeys, a riding barn, and lots of fields to maintain. Tari could be seen late into the summer nights on the tractor mowing or on winter nights plowing snow. She was a co-leader of her local 4-H Club chapter, helping young adults learn the fine skills of equine care and riding. This she did after her 12-hour shifts in the ER. Tari would frequently organize trail rides for friends or 4-H'ers in her spare time.

You couldn't put anything on her schedule for Mondays and Saturdays; those were her days to patrol as a pro patroller or as volunteer. She ran her shift with skill and enthusiasm and was typically first on scene to an incident. First on, last off, was how she worked. She took skiing/boarding safety very seriously. Tari helped develop and participated in the ski area safety committee. She then communicated important points of those meetings back to the patrol, helping implementation changes as necessary to keep safety first.

Traveling to new places with her mother was a favorite thing for her. She especially liked hiking the deserts of southern Arizona, climbing in Alaska, or rafting the Grand Canyon. Lots of pictures and stories were shared in the patrol room after these adventures.

She leaves behind her husband, Dave, and her daughters, Leigh, Chelsea, and Aubrey, whose daughter, Evalynn, brought a twinkle to Tari's eye. Sharing her memory are countless patrollers who have worked with her, respected her, and enjoyed her boundless enthusiasm. We hope that each of us can take a part of her extraordinary life and carry it forward to be better patrollers and more giving people.

James DeWeerd
Granite Peak Ski Patrol, Wisconsin

Paul Boivin

Paul A. Boivin, 64, an active member of the Mad River Glen Ski Patrol, died in a motorcycle accident on Sunday, Sept. 24, 2017.

With his extensive hands-on experience as a member of the Vergennes Area Rescue Squad, Paul was an invaluable Outdoor Emergency Care instructor at the annual refreshers. He was also the CPR instructor for the annual CPR certification, lugging 40 dummies and many AED trainers to every refresher.

Born Nov. 6, 1952, in Rumford, Maine, Paul was the youngest of six children. In 1958, his family moved to Addison, Vermont, to begin a life of farming.

Paul was an innovator and well-respected member of the Vermont farming community. After graduating from Rice Memorial High School in 1971, he pursued a dairy farming career in partnership with his family. Working with his brother, Mark Boivin, the farm doubled in size and implemented many farming innovations. In cooperation with the University of Vermont (UVM), they installed the first solar-heated milking parlor in Vermont.

After 50 years, the dairy farm was converted to production of soybeans and corn for feed and fuel. Later, with UVM, they did a controlled study of strip-till planting of corn in Addison County. Paul also managed Boivin Farm Supply and the sale and installation of corn-burning boilers.

In addition to the ski patrol, Paul was passionate about community service. He partnered with his brother as a vocal and active participant in his community while milking twice a day. He worked on the planning commission for the town of Addison, was a founding member of Town Line First Response Squad, and served on the Addison Volunteer Fire Department for a number of years. As a certified CPR instructor and EMT Intermediate, he was an active member on the



Paul Boivin

Vergennes Area Rescue Squad for nearly four decades. He also trained many community organizations.

Paul was instrumental in developing the Farm Medic Program, which is used statewide to instruct healthcare providers in the specialized skills needed for working with farmers. Paul also served his community though his work as a third degree member of the Knights of Columbus.

His interests included hunting, skiing, kayaking, barbecuing, scuba diving, motorcycling, tinkering with machinery, traveling, and flying. He enjoyed learning and visiting with people of all walks of life.

Paul is survived by his wife, Marianna Shadroui Boivin; his daughter, Aimée; and four siblings, Carmelita Boivin-Cole and Claire, John, and Mark Boivin; as well as numerous nieces and nephews. He was predeceased by his parents; his brother, Robert; and his good friend and pet, Biscuit.

Paul strongly supported the immigrant community; therefore, contributions were made in his honor to The Open Door Clinic in Middlebury, Vermont.

Adapted from Brown-McClay Funeral Home obituary by Geordie Hall
Mad River Glen Ski Patrol, Vermont

Mike Burns

On Sept. 30, 2017, Gunstock Mountain Resort's Safety Services lost Mike Burns, a long-time New Hampshire ski patroller and valuable member of the Gunstock Ski Patrol.

Mike joined the National Ski Patrol in 1982 and worked his way up through many patrol and regional positions, including Senior, instructor, patrol director, and section chief. Mike was a hard-working, self-made man, working his way through college by haying fields.

He was a veteran and officer in the U.S. Army. As a graduate of Norwich University, he joined the Army as an officer right out of college. Both of Mike's sons, Michael and Matthew, followed him into the Army as well.

As owner of Atlantic Business Systems, Mike became a well-respected and sought-after member of the communication service

industry in New England, troubleshooting computer systems at all hours of the day.

Mike spent much of his time outside of work volunteering for worthy causes, primarily the Boy Scouts of America. As a former Eagle Scout, he organized countless hikes and trips all year long, including numerous overnight trips on top of mountains, some in the middle of the winter. Every year, Gunstock Mountain Resort would open up its patrol summit building to the Scouts, who would enjoy a night under the stars working on merit badges with Mike.

As a patroller at Gunstock, Mike continued his role as mentor and teacher, utilizing his skills as a Ski and Toboggan instructor to guide patrollers toward improvement. He had an uncanny ability to recognize small corrections needed and could bring his point across with the right mix of humor and seriousness to make improvements stick.

Mike was also the first to volunteer when off-season repairs or construction were needed. When there was a need to remodel a top shack, Mike was there. When we would need a new rug or repairs to a patrol building, Mike was there. When the patrol needed to find a way to store sleds and bamboo, Mike worked with the Boy Scouts to turn it into an Eagle Scout project, with the Scouts designing and building a new storage hut. If equipment broke down in the middle of a patrol night, it was Mike who repaired it. If a toboggan or bindings needed repair, Mike whipped out the tools and fixed it. Very few patrol shifts went by when he wasn't spending time with a guest that needed a little extra help on a trail or slope.

He was the person most night shift patrollers turned to each year for skiing and toboggan training. There is not a member of the Gunstock Mountain Patrol that, at one time or another, did not receive training, help, mentoring, or constructive criticism from him in his jovial approach. He wanted all of us on the patrol to be the best we could be and would push us to achieve it, and he never failed to give a person praise when they improved or tried something just beyond their capabilities.

Mike was many things to many people. He was a husband, a father, a grandfather, a true friend, a ski patroller, a co-worker, and always someone you could depend on. It

didn't matter if he was working over 100 miles away on a communication project, he would make the trip to the resort no matter the weather, even if he could only be there for a few hours patrolling. Mike loved patrolling and spending time with other patrollers. He loved to cook dinners at night and always made more than was needed, so when guests or snowmakers would come in to warm up or repair bindings, he could offer them something warm.

Everyone who knew Mike has their own favorite Mike Burns story. Fellow Gunstock patrollers will sit around and share those stories, remembering our good friend and fellow patroller. It is those memories that will keep Mike's smiling face alive on the patrol. His impact on the patrol, his approach to patrolling and to life, will never be replaced, but his memory will carry forward forever through those whose lives he touched and those who act in his spirit.

Peter Starr
Gunstock Ski Patrol, New Hampshire

Alfred E. "Fred" Fergerson

There's a huge emptiness with the sudden passing of Alfred "Fred" Fergerson just short of his 50th year on the Song Mountain Ski Patrol in New York. Fred died suddenly on Nov. 17, 2017, at the age of 69.

He was an integral part of the patrol's fabric all of those years as an OEC and CPR instructor, board member, and chief of the hill. Patrollers looked to Fred for advice, leadership, and a sense of humor that will be greatly missed. It was Fred's competitiveness and desire to excel at everything he did that precipitated his climb up the ranks of the patrol, as well as the many organizations to which he belonged.

He was awarded National Appointment Number 5832 in 1981. He served as Syracuse Section chief from 1985-87, and at the time



Alfred Fergerson

of his passing was chair of the Central New York Region Awards Committee. He had also served as assistant section chief and section telecommunications and first aid adviser.

Fred was instrumental in bringing the first radio communications in the Syracuse Section to the Song Mountain Ski Patrol in 1978. He also organized yearly section-wide first aid refreshers in the years prior to OEC.

A licensed funeral director who owned Fergerson Funeral Home in North Syracuse, New York, Fred gave generously of his time and energy to the community. He was North Syracuse's deputy mayor, a village trustee, and village police commissioner. He was a past master of the local Masonic lodge and was a member at the highest levels of the Masons, the Tigris Shriners, Royal Arch Masons, and the York Rite Sovereign College. Fred was also a member of the Knights of Columbus.

In addition to skiing, Fred was a pilot who volunteered with the Civil Air Patrol. He was also a certified solo, rescue, and master scuba diver. Years ago, he operated an ambulance service and helped teach EMT courses and instructed at a regional police academy. He had also served as a special deputy sheriff.

Fred is survived by his wife, Patricia; son, Bill, who is also a patroller at Song Mountain; daughter, Victoria; and brother, James. As a tribute to Fred, a large contingent of patrollers wore their parkas as they paid their respects at calling hours and at the funeral mass. Fred made a difference, and everyone recognized the patrol's loss.

Jeff Paston
CNY Region Historian

Hubert B. Probst

On Sept. 7, 2017, Hubert B. Probst passed away at age 86 after a short illness and a life filled with decades of service to the ski industry.

Bert first joined the National Ski Patrol with the Brandywine Ski Patrol in Cleveland in 1970 and quickly became a Senior patroller. In 1976, he transferred to the Holiday Valley Ski Patrol in Ellicottville, New York, where he continued to patrol the slopes for the rest

of his life.

Known for his light-hearted and welcoming nature, Bert was a mentor and teacher to many. He served as a volunteer for the Holiday Valley Lounsbury Adaptive Program from 1990 to 2005, teaching and assisting adaptive skiers. The program was started by Bert's wife, Jane, in memory of former Holiday Valley patroller Bill Lounsbury, who was an amputee ski patroller. Bert also performed the maintenance on the program's complex and expensive adaptive equipment.

He later joined the Holiday Valley Ski School in 1990 and remained an active instructor until his death. From 2000-17, he spent over 100 days each season on the slopes patrolling and instructing. He even succeeded in reaching his lifetime goal of skiing in every month of the year, even if he had to climb a few glaciers to do so!

Bert was a recipient of the Western New York Region Ambassador of the Slopes Award and the Distinguished Service Award. He was also the long-time author of the Holiday Valley Ski Patrol newsletter and was known for including many of his favorite jokes.

Bert was a brilliant yet humble man who held bachelor's, master's, and doctorate degrees in metallurgy from the University of Notre Dame, the University of Michigan, and Case Institute of Technology, respectively. After a 35-year career at NASA focusing on high-temperature materials for aerospace, he retired as chief scientist of the materials research branch of the NASA Lewis Research Center in Cleveland.

Bert's passion for space and the skies continued after his retirement. He built a telescope observatory at his home and applied his instructional capabilities to teach astronomy classes.

Bert and Jane, his wife of 55 years, shared their love of skiing with their children, Joe, Mary, and Tim, and with eight grandchildren. Joe, who holds Certified Number 730 and National Appointment Number 8212, carries on his father's legacy as a member of the Holiday Valley Ski Patrol. Bert is greatly missed and will long be remembered.

Tom Lester
Holiday Valley Ski Patrol, New York

Charles Patrick Reitsch

My father, Charles Patrick Reitsch, passed away at the age of 89 of natural causes. He faithfully patrolled for 40 years at Devil's Head Ski Resort in Wisconsin for the NSP Central Division.

To say that my father was a dedicated skier and patroller would be an understatement. I sit at my desk writing his memorial while looking at a stack of NSP registration cards dating back to 1973 — yes, the old brown paper type cards, and yes, he saved every single one of them. He was proud of being a member of the NSP. I also look at a photo of my family in the old-fashioned ski togs of lace-up boots and spring coiled bindings dating back to 1965. Dad stood proudly over his very young children as they embarked on a life-long adventure of skiing.

Charles first became interested in patrolling as a way to take his young family skiing on a regular basis. Through his OEC training, he discovered a passion and talent for helping people in a time of crisis. Charles was the guy you wanted on your team and at your side when there was a medical emergency. He had an exceptional way of keeping calm and knowing just what to do. This love for emergency medicine led him to become an EMT in 1975. In 1977, he became a Senior patroller and served as crew chief for many years.

After he became an EMT, he worked in the emergency room of a local hospital, where he was on the Code Blue team and headed up the traction unit. Charles also found the time to drive up to Devil's Head Ski Resort to patrol (two hours each way) twice a week; no matter the weather conditions, he would go. He did this until age caught up with him and he found the drive a bit too much. He then cut back to one day a week. In his last few years of patrolling, he could only manage a run or two, but he still showed up. He loved his Thursday patrol crew and wouldn't miss out on being with them.

In 2010, Charles was honored by the NSP with the Distinguished Service Award for 37 years of dedicated service. That year, Devil's Head Ski Patrol was awarded the Outstanding Patrol Award for the Midwest Region.

That very same year, I announced to my dad

that I was going to start my training to become a ski patroller at Sugar Bowl Ski Resort in Norden, California, in the Far West Division. He was shocked, but very proud that someone in the family would be taking up the mantel.

I served on that patrol until 2015, when injuries forced me into early retirement. We still had many years of lively talks on what you really need in your pack, innovative ways to use your resources, the best ways to splint posterior shoulder dislocations, how to handle emotionally charged scenarios, and on and on. There wasn't a single thing I could throw at him that he didn't know just what to do!

Charles will be remembered as a kind-hearted, good-natured man who loved to ski and loved being a ski patroller. He is survived by his wife, Enrica, who was also a beloved fixture in the patrol room. She was known to spoil the crew with her famous lasagna lunches and other treats. Charles will be dearly missed by his son, Peter, (and wife, Jeanne); and daughter, Elisa, (husband, Mike); along with his two amazing grandchildren, Daniel and Michael.



Charles Reitsch

Elisa (Reitsch) Chastaine
NSP Alumna, California

Richard Starkey



Richard Starkey

The Caberfae Peaks Ski Patrol is saddened to share our loss of a great friend, an outstanding patroller, a pillar of the community, and a dedicated family man. Richard "Dick" Dale Starkey passed away on May 15,

2017, surrounded by his family and friends. He is survived by his daughter, Crystal Starkey, who is a patroller, and grandson, Griffin Chapple.

Dick spent 40 years as a ski patroller in the Central Division at Boyne Mountain from 1965-89 and at Caberfae Peaks from 1990 to 2011. He received National Appointment Number 4897 in 1976. While at Boyne Mountain, he served as training director from 1972-74 and assistant patrol director from 1975-78.

After transferring to the Caberfae Peaks Ski Patrol in 1990, Dick was named the 2003 Caberfae Peaks Jack Remer Memorial Outstanding Patroller. In 2006, Dick received the Western Michigan Region, Section 3 "Bravo" Award and received the National Ski Patrol Distinguished Service Award. At Caberfae Peaks, he witnessed the passing of the torch in 2001 when his daughter, Crystal, earned alpine patroller status. As his volunteer patrol career drew to a close, Dick continued to serve the skiing public in Michigan as an appointed member of the Michigan Ski Area Safety Board.

Dick was a passionate volunteer, traveler, and competitor. He ran nine marathons, including four overseas in Athens, Moscow, Paris, and Rome. Stateside, he was an avid tourist by way of motorcycle, riding his Harley-Davidson during trips that were cut short only by oceans.

Dick excelled early on in athletics, academics, military service, his professional career, and always — and most importantly — as a family man and friend. Throughout his life, he followed the lessons he learned from his high school and college football coaches that in sports, as in life, you get what you give. Devoted to striking that balance in life, Dick earned a bachelor's at Ferris State University in 1963 and master's at the University of Michigan in 1967.

Dick received recognition for his academic aptitude as well as his athletic prowess from local and national organizations. He was the first Ferris State student ever recognized as an Academic All-American, earning this distinction in 1960 and 1962. In 1959, 1960, and 1961, he received the Athletic Scholastic Achievement football award. In 1960 and 1961, he received The Associated Press, United Press International, and National Association of



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Intercollegiate Athletics honorable mention on the Small College All-State Football Team. In 1962, he was named to the AP, UPI, and NAIA first team on the Small College All-State Football Team.

He graduated in the top 20 percent of his class and remained devoted to his alma mater, serving on the board of directors of the Ferris State University Alumni Association from 1983-94; he was also a member of the institution's President's Club and was inducted into the Ferris State University Bulldogs Athletics Hall of Fame for football in 2001.

Dick served as an instructor for the Saginaw Business Institute, which named him teacher of the year for 1967-68. The following year, he joined Community Hospital Services in Saginaw. From 1975 until his retirement in 2001, he served as the company's president and CEO.

Devoted to his country, Dick was a veteran of the U.S. Marine Corps before being honorably discharged in 1967. He served in the U.S. Navy Reserve from 1986-92 and in the U.S. Navy Retired Reserve from 1992 until his death. He was a member of the Vietnam Veterans of America, and his love for history included a particular interest in military history. His home was stacked with books on war, and he possessed paintings and portraits of Civil War heroes.

From lift operators to ski area owners, fellow students to faculty, business colleagues to friends, hundreds gathered for a celebration of Dick's life with full military honors on June 10, 2017, at the Sanford American Legion Post 443 in Sanford, Michigan.

The Caberfae Peaks Ski Patrol will greatly miss Dick's friendship, leadership, and all those times he led us between the trees on "Starkey's Run."

Dennis Menke
Caberfae Peaks Ski Patrol, Michigan

Rita D. Wolf

On Sept. 11, 2017, Rita Wolf passed away at the age of 93 after a lifetime filled with skiing. Rita learned to ski on a pair of Sears Roebuck skis. She and her husband, Heinz "Dutch" Wolf, joined the National Ski Patrol in 1955 after having patrolled for several years at

Glenwood Acres in Glenwood, New York.

In 1957, Holiday Valley opened in Ellicottville, New York, and Rita and Dutch transferred to become members of the newly formed Holiday Valley Ski Patrol. They patrolled together for over 50 years. Rita and Dutch took many ski trips over the years, visiting as many as 14 resorts in one trip, and she continued to ski into her 80s.

Rita was fun-loving, spirited, hard-working, and a bit mischievous. She served as assistant patrol director and treasurer of the Holiday Valley Ski Patrol for 18 years and was an energetic fundraiser. A long-time first aid instructor, she taught American Red Cross courses and later, Winter Emergency Care.

Rita was also a volunteer for the Holiday Valley Lounsbury Adaptive Program, teaching and assisting adaptive skiers. She served as co-adviser for the Western New York Ski Patrol Alumni Program and helped organize annual alumni events. Rita also worked as a bookkeeper and secretary for her husband's plumbing and heating business for 30 years. She was also active in various clubs and the local school PTA.

Rita was one of the first women in Western New York to receive a National Appointment (Number 2853). She also received the Distinguished Service Award, the Meritorious Service Award for her work in the Alumni Program, the Western New York Ambassador of the Slopes Award, and two Yellow Merit Stars for her work in training, leadership, and fundraising. She was also recognized for 50 years of service to the National Ski Patrol and was a lifetime member of the National Ski Patrol.

Rita and Dutch made skiing an important part of the lives of family members. One of Rita's daughters, Patty, is a ski instructor at Holiday Valley, and Patty's late husband, Karl Kohler, was a long-time ski patroller at Holiday Valley.

Nephew and former NSP board member Jim Decker and his wife, Terry, continue to patrol at Holiday Valley. Rita made numerous contributions in building and shaping the patrol, teaching patrollers, and in reminding us all to keep having fun. She is greatly missed.

Tom Lester
Holiday Valley Ski Patrol, New York

2006-PRESENT

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WRITE A CAPTION FOR THIS PHOTO

Send *Ski Patrol Magazine* your captions for the photo to the right. Scribe of the winning caption will receive a \$25 gift certificate to the NSP Online Store and recognition in the next issue. Send entries to editor@nsp.org, or mail them to 133 S. Van Gordon St., Suite 100, Lakewood, CO 80228. Only NSP members are eligible. Remember *SPM* if you have a humorous photo for next issue's caption contest. Send it in high resolution (at least 225 dpi) to editor@nsp.org.



This issue, we tried something a little different and posted the caption contest through social media, in addition to the magazine. Due to the overwhelming number of responses, we have listed more than our usual five.

Congrats to our winner, Duncan Koenig, and thanks to everyone for their submissions. Thanks to Marc Barlage, of the Brighton Ski Patrol in Utah, for the photo.

WINNER

"Become a patroller, they said. It'll be fun, they said."

— Duncan Koenig, Sun Peaks Ski Patrol, Canada

RUNNERS-UP

"Just gonna carry this over here and pick up some snow."

— Colby Ameden

"Neither rain, nor sleet, nor ... sand (?), will keep us off the mountain."

— Suzannah K. Simon, Cannonsburg Ski Patrol, Michigan

"Jerry, I told you there wasn't any skiing on the moon!"

— Doug Weimer

"This new Cascade Rescue invisible wheel truly is as light as air!"

— Drew Pease, Mohawk Mountain Ski Patrol, Connecticut

"Joe, where did Steve say the put-in was?"

— Tom Carvajal, Bogus Basin Ski Patrol, Idaho

"Should we drop the chain?"

— Katie Tota, Belleayre Ski Patrol, New York

"They told us to do avalanche control."

— Harrison Kolar, Winter Park Ski Patrol, Colorado

"Tighten your DINs kids ... it's about to get rocky!"

— Maxx Nichols, Nubs Nob Ski Patrol, Michigan

"Jim to PHQ, yeah exactly how far off trail did you say our victim was?
I just saw a sign for Santa Fe."

— Thomas Crockford, Mountain Creek Ski Patrol, New Jersey

1st



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