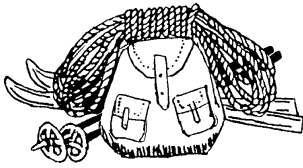


THE TELEMARCK TIMES



The semi-regular newsletter of the
EL DORADO NORDIC SKI PATROL, INC.
P.O. Box 1113, Pollock Pines, CA 95726-1113
530-647-1825 www.ednsp.org

Volume 1, Number 2

2000 OFFICERS

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Vice President..... Peter Zimmerman
Secretary..... Susan Minneman
Chief Financial Officer..... Jeff Holm

Director at Large Jeff Weaver
Director at Large Monte Hendricks
Director at Large..... Mark Wegener
Director at Large Jerry Plummer

President's Message 2000

By Mike O'Keeffe, President

Welcome to the beginning of an exciting and fun new season with the El Dorado Nordic Ski Patrol, I hope everyone has had an enjoyable summer full of good times with family and friends. Before I start with what's happening this season I would like to thank everyone for his or her time, effort, and dedication to the Patrol last season. And an extra big Thank You to Julie Hendricks for her excellent leadership, guidance and organization as last years President.

As most of you know even though the snow has melted and the skis are put away for the summer, many patrol members continue to meet through the summer to insure that the new years plans, schedule of events and training's all come together. Last May most everyone had a chance to sign up for committees, however, some of you may have missed that chance and may wish to participate on one or more of the committees. If this is the case then feel free to contact me or one of the committee chair-people to volunteer, or just wait, and we'll have a sign-up sheet at the general meetings. Remember all committee meetings are tons of fun, and a great way to get involved

We have a great year planned! There will be some new and old things happening, some of which I think both old and new members are really going to be excited about. Starting with our first general meeting, September 5th, we will have the first of three guest speakers. Katie Writer, a mountain adventurer, extreme skier, freelance writer and mountain guide will be sharing her slide presentation on Denali, a.k.a. Mount McKinley, and Big Mac. Some of

you will remember Katie from a couple of years ago when she did a slide presentation on her Canadian Rockies ski adventure. Don't miss this presentation, it's sure to be a good one!

As for the rest of the year's activities, you can count on all of the standard trainings like the On-the-Hill Refresher, the Qualifying Ski Day, the Ski Skills Class and the Winter Overnight all to occur. In addition to these standard trainings, we have a few new ones such as Leadership Training, Wilderness Medicine and best of all a two day Mountaineering Course being taught to us by the U.S. Marine Corp at their Mountain Warfare Training Center, at Pickel Meadows. Can you say road trip?

Since the Patrol decided to continue the tradition, The Echo to Kirkwood Race and Tour fundraiser is well into the works. The race committee has already met twice this summer with plans to continue meeting monthly until this year's race is in the bag. The race has been switched back to the third Saturday in March, and there will be free T-shirts for all volunteers. This year's goal is for every patrol member to meet the "Mike Peart \$100.00 Challenge", Mike says, "If I can raise \$100.00 so can you." So mark your calendars for March 24th, start hunting for your \$100.00 sponsors, and prepare yourself for what will hopefully be our best ever E2K.

I hope everyone is getting as excited as I am about this year's season. I'm looking forward to being with and skiing with all of you. My door is always open and I hope that if you have any questions, suggestions, ideas, or just want to talk to someone you'll hook-up with me. So with all this being said, my last thoughts for you are my motto for the Patrol this year, "Let's All Have Fun."

Red Jacket Day

Reminder to everyone who has paid his or her dues: Tuesday, October 3rd, is Red Jacket Day. Commercial photographs will be taken for our use in magazine and newspaper articles. Photos are currently scheduled for outside with the setting sun. Be prompt (or early); bring your red patrol jacket (any extras will be appreciated) along with your storm pants (for those in the front row).

An Interview with Mike O'Keeffe

By Susan Minneman

A "candid" conversation with our illustrious President on Family, skiing, and the Patrol in his own words.

1) A bit of "Personal History":

I was born Sept. 21st 1954 to a career U.S. Air Force family. My father was half Irish and half Norwegian, thus explaining the last name of O'Keeffe and my Nordic tendencies of wanting to be in the snow. My mother is half European and half Texan, which explains why I like to do things big. I have two older sisters who both live and work in Sacramento.

My childhood as a military brat involved several moves around the country with a three-year overseas tour in Tripoli, Libya. After returning back to the States we bought a home

and settled down in Rancho Cordova where my mother still lives today.

After finishing high school I went to American River College and earned my AA degree in drafting. This skill ultimately helped me get hired by CalTrans where I am currently employed as a Materials and Research Engineering Associate in the Roadside Safety Features Branch. My job with CalTrans involves building and testing bridge rails, median barriers, and guardrails for crash worthiness. In other words I get paid to crash cars and then write reports on what I find.

I have been married for 21 years to my wife Chris who I met while attending a Logic class at American River College. We have two children, our son Jonathan is 17 years old and a senior at Folsom High School, and our daughter Kimberly, is 14 and just starting her freshman year at the same school. We own a home and have been living in Folsom for the last 11 years.

2) *When did you first "lose your virginity" on skis? What kind of skis?*

My first time on skis was on my aunts' living room carpet where we learned the use of shortie skis following along to an instructional record. Let me tell you, there's a huge difference between carpet and actual snow. Our first ski trip was to Squaw Valley and it was a most memorable experience because after arriving at the top there was a fire in the Gold Coast gondola building and all the power went out to all lifts and the gondola. We were not able to ride back down on the gondola and were forced to ski, slide on our butts and walk all the way down to the lodge. Needless to say this experience did not deter me from continuing with the sport.

3) *What is your "favorite" position on skis?*

My favorite position on skis is the tele turn while making first tracks in fresh powder on a blue bird day. I don't think there's any better position than that.

4) *When did you join the Patrol?*

See #5

5) *Why did you join the Patrol (i.e. how did you hear about it)?*

In 1987 I was an aspiring rock climber until I took a nasty fall and sustained a compression fracture to one of my thoracic vertebrae. Concluding that rock climbing wasn't totally body friendly, I decided to try ski mountaineering instead. In 1989 I climbed Shasta for the first time, post holing up to my shins while carrying a full backpack, complete with alpine skis and boots. After 4 hours of climbing I looked back in agony to where I had started and saw

two people easily striding their way up the mountain on skis. Those people caught and passed me and were done eating there dinner by the time I finally reached our base camp. I thought this was an incredibly smart way to climb a mountain, and from that moment I knew I would never post hole again.

The next year when I made my second trip to Shasta I rented Telemark boots, skis and skins. I learned two things from that trip, (1) it was easier to ski up the mountain than walk and (2) I didn't know the first thing about how to make Telemark turns. I ended up carrying the skis back down the mountain.

So how did I hear about the Patrol and why did I join? Well the simple truth is, the very next year after buying my own Telemark gear and taking some lessons, I decided it would be incredibly stupid of me to go out by myself and end up dead because I didn't know anything about winter survival skills. I could picture the news headlines reading "*Husband, Father of Two Dies Needlessly in Mountain Storm.*" So I made a few phone calls, and after contacting the El Dorado Sheriffs Department I was told of an organization called the El Dorado Nordic Ski Patrol. So I called and talked with the Patrol's President, Carol Bonser, who convinced me that even though I had no experience there was a place on the patrol for me and I could learn everything I would possibly need to know about safe winter travel. So I joined in 1989, and now twelve years later I count my lucky stars.

6) *What is your most memorable experience in/with the Patrol?*

I've had a ton of fun and exciting times with the Patrol, but I have to say that my most memorable experience with the Patrol is now commonly referred to as the Steve Incident.

I'll try and make a long story short. About four years ago we got a callout to search for a missing alpine skier in the Carson Pass Wilderness area. He was reported missing when he didn't show up for work after telling friends he would be doing some winter camping for a weekend near Emigrant Lake. A huge storm had been dumping several feet of snow that weekend and still wasn't finished when we arrived on scene. After a quick and efficient briefing we started out on our search. We were only underway for about 30 minutes, when while taking my turn breaking trail I spotted a floundering figure through the driving snow. It was indeed our missing skier/camper. We assisted him back to the Incident Command Center at Kirkwood Ski Resort Lodge where we debriefed. Our subject claimed he was never lost only delayed due to deep snow and poor visibility.

So here we were at Kirkwood with Highway 88 now closed for avalanche control so we weren't going to be able to get home till the next day. Kirkwood Resort was a very gracious

host allowing those that were hardy enough to ski their slopes the rest of the afternoon. Our Forest Service liaison arranged for us to be put up for the night at the Caples Lake Maintenance Station.

This is when we met Steve, a surly character full of tequila. This person was in need of being removed from our presence and when he offered to leave us alone if one of us would go with him to the Kirkwood Inn I volunteered. After a couple more hours with Steve, I too was able to get away from him. When I got back to the maintenance station everyone in my group was asleep. I wandered over to the maintenance sheds where there was a flurry of activity taking place. Some CalTrans employees were preparing to go out in a Snow Cat to do avalanche control. After talking with them for a while about their project they asked if I would like to join them. I jumped at the opportunity.

First we drove down 88 towards Red Lake in the back of a snowplow-equipped truck where we turned around and then returned back up the grade throwing 5 lb. dynamite charges into snow banks as we went along. Boom, this was dangerous work but really exciting. Plows and blowers were staged at both ends of the grade waiting for us to finish blasting so they could do their job.

When we returned back to the maintenance station we transferred into the snow cat. Four of us went out heading west to the Carson Spur. While in route we readied for our mission and set up an assembly line and assembled a dozen cases of 2 lb. dynamite hand charges. The detonation caps were saved for last and only put on after we were out of the cat. When we arrived at the top of the spur three of us put on snowshoes and began walking next to the ridgeline strategically throwing and blowing the Spur. Because it was dark and snowing we couldn't see the results of our efforts, but with every explosion we knew we were setting off slides. There were three and four foot cornices that would disappear down into the dark with each explosion. We finished blasting in about an about an hour and a half.

When it was time to go back it took the cat operator a couple more hours to drive us back down to the highway and carve our way back over the avalanche debris we had just created. We easily piled up 20 feet of avalanche debris in some spots. As we left the blower and plow crews began the job of clearing the road of the mess we had just made. It would take them 12 hours to reopen the road.

We arrived back at the Maintenance Station 6:00 a.m. I rejoined the team and briefed them on my adventure and then we all headed home. This had been an all day and all night adventure. I'll never forget that search and I'll never forget the thrill of getting the chance to help keep Carson Pass open.

7) *What is your favorite Patrol Activity?*

Training has always been my favorite Patrol activity. Training activities are the root of the Patrol and provide you with the knowledge and skills to be a safe backcountry skier.

8) *What are your Goals for the Patrol as the 2000/01 President?*

My goal for the Patrol this year is to make sure everything we do is both fun and safe. The activities we undertake in the mountains contain many risks and hazards and I want to make sure that every person on the Patrol accepts their responsibility of maintaining an attitude of safety at all times. I'd also like to make sure that all of the needs of the patrol are met, and that everyone gets the chance to become involved. I would really like to see more people skiing together, and having the opportunity to learn from one another and to develop new skills and excel with their existing abilities.

I hope to continue providing the patrol with new and innovative trainings. It is my quest to keep both old and new members alike challenged at trainings. I want to see people grow with their experiences in the Patrol and to have them feel that they are part of a very professional organization. I also hope that the Patrol becomes an important and satisfying part of their lives like it has mine.

9) *What is your picture of the Patrol in, say, 10 years?*

I can only imagine that the patrol is going to get better with age like it has done since I first joined. I hope that in the future our skills and knowledge of the mountains increase and we are able to provide a better and greater public service. I imagine that in 10 years we should be able to complete the construction of several new huts, increasing our sphere of trails, and perhaps installing a hut-to-hut trail system. I can also see an explosion in the sport of backcountry sports, and the need for our patrol to grow as well. Perhaps we will become more multi faceted and start patrolling in snowmobile and snow shoeing areas as well.

Whatever the future brings, I know that I will be surrounded by a group of individuals who are dedicated to sport of backcountry skiing and are committed to maintaining the same level of excellence that we have currently attained. Together we will provide our members and the public with the best training, education and trail system around.

The Old Skier

By Mike Peart

September 2, 2000: Snow at Wrights Lake today...a little early but I'll take it! Remember: think SNOW. I would like to ski by Thanksgiving.

To all who cleaned their skis last spring, your skis should only need a wax and scrape job followed by a good buff job. To those who didn't clean your skis check to see if the edges have any rust on them. If they do not have any rust you can begin your waxing. If the edges have rust on them you can clean them with Scotch Brite pads. If they need sharpening use a flat file to sharpen them. Now just wax your skis and you are ready to ski.

You also need to check the condition of your poles. Does the basket need replacing or do you need new poles from Pro Form. Now check your supply of Maxi-Glide or whatever you use for "sticky snow." You may need it sooner than you think. Your boots need to be looked over also. Leather boots should be polished and water proofed. I use NIKWAX Waterproofing solution. It works good for me. Make sure the soles of your boots are in good shape. If not, send them off to get them re-soled. I send my boots to:

Rocky Mountain Resole
211 Oak St.
Salida, CO. 81201
1-800-228-266
E-mail: tony@rmresole.com

It takes about two weeks to a month.

Moving on.... If you were having problems with your climbing skins such as, not sticking to the bottom of your skis, maybe you need to re-glue them. You need to clean all the old glue off the skins by using an iron (Elcote...not the one you or your spouse uses on your clothes...you would have glue on your clothes after ironing). I use strips of brown paper bags and a board or flat surface. I then lay the skins, climbing side down, on the flat surface. I put the paper on the glue side of the skins and apply the iron to the paper heating it until the paper becomes "wet" with glue. Next, I peel the paper off and the glue should come with it. If it doesn't, try scraping the skins. If you have a large amount of glue on your skins you will have to repeat the process several times. Be patient.... it just takes time.

Now you are ready to re-glue your skins. I like to use Ascension Gold glue. The key to a good glue job is to heat the glue in a pan of hot water and let it sit for about 10 minutes. Remember to loosen the lid of the glue can. When you start to glue, put the skins on a flat surface. Next apply a "thin" and I really mean a "thin" coat of glue on the skins. Allow the glue to set

for about 20-30 minutes. After re-heating the glue in the water, apply a second thin coat as above. Now hang the skins up by their tips to dry for 24 hours. After the 24 hours you can fold the skins the way that you have in the past.

Well... that's all for the ski stuff for now.... You want to remember batteries for your headlamp and avalanche beacon. Make sure both work before your first ski trip. Also, don't forget batteries for your radio. Get ready for the season. It is going to be here before you know it... Have a good fall.... THINK SNOW.

The Science of Clothing

By Susan Minneman

Dressing for the winter ski season is an art, something one develops over time, but it doesn't hurt to have a little solid information to start you out. While attending a Wilderness Medicine Conference, I took notes on a lecture entitled, the science of clothing. I'd like to share some of that with you.

The two critical tenants of outdoor clothing are insulation and permeability. Insulation is an easy concept to understand, i.e. insulation is thickness. Anything that lofts well will trap warm air for insulation. Permeability, on the other hand, is a difficult concept for a layperson to understand. It is, essentially, the rate that water vapor will move through a fabric. We would like water vapor to move from the skin outward through the layers to the outside. This is of course dependent on the water content of the air outside and the temperature gradient. Water vapor cannot move from next to your skin to the outside if its raining, unless you keep the temperature warm on the inside of the outer garments. Have I confused you? The important concept to understand is that layering is the key to cold weather clothing function.

There are two schools of dress in cold weather—single, thick garments versus multiple thin layers. For outdoor recreational activities, multiple thin layers provide the most flexibility of insulation and permeability for varied levels of activity. There are three basic layers—underwear (next to skin), insulation layers (which can be multiple, concentric, fitting layers), and the outside shell. The most important is the underwear, because how one feels is dependent on the interface between the skin and the first layer. If it is too warm, you sweat and are miserable. If it is cool and dry, you are comfortable. Maintaining this cool, dry skin is paramount for dressing for the cold.

Drape is how clothing hangs and contours to the body and is a property of the materials. It impacts on freedom of motion and ease of donning and doffing. This is a trial and error effort.

Trying on the clothing layers to check them should be done prior to purchase. Fit obviously relates to styling, shape and cut of the individual garments. Different manufacturers have different cutting patterns, so careful selection is important. Layers must fit concentrically, one layer over the other layer, without hobbling. This implies different size garments, depending upon where they are worn in the ensemble.

UNDERWEAR: The most critical layer is the underwear because it is the first layer to accept moisture and retain heat. Historically, underwear has been cotton or wool. Fine wool garments are still usable, but they have lost popularity. Laminated (cotton inside, wool outside) was popular in the 50's and 60's. People often like the feel of dry silk, but wet it is unpleasant and the fibers hold up to 25% of its weight in water. Polypropylene took over the industry in the 70's. Its disadvantages are its affinity to foul smell after long use, its being brittle when heated, and pilling when dried in a clothes dryer. It has little stretch and tends to become baggy with use. In use, it keeps the skin cool and dry through a wide range of activities. Polyesters are making major in-roads into this market. They are a bit more expensive, but they do not bag out and they drape better. They can be put in a dryer. COOLMAX, THERMAX, THERMOSTAT, CAPELENE are trademark names.

INSULATION MATERIAL: Clothing insulation comes in a wide variety of forms and fibers. The prime characteristic is that it should occupy space without mass. The best example of this is down. The best down used to be hand-plucked from living geese, but this material is no longer available. The down now comes from killed stock animals and the plumes are less mature and do not loft as well. Down drapes well, lofts after compression and is very comfortable. It is a great insulator, except if moisture is an issue. Water from heavy perspiration or rain or wet snow, causes it to mat down and lose its insulating ability. It is difficult to dry in the field once it's wet. Look to down outerwear where lightweight, high-loft and ease-of-motion are important. If rain, wet snow, or heavy exercise is indicated, avoid down. A variety of down replacements and synthetic battings have been developed, starting with Dacron 88. Now, they are usually a blend of three different deniers of fiber to gain high loft. They are the closest synthetic to down yet developed. These are excellent in wet weather - water drains out of the material, they retain loft when wet, and they dry rapidly. PRIMALOFT AND LIGHTLOFT are two trade names.

Wool knit garments are still popular. Although wool retains some of its insulation when wet because of its resilience, it is heavy and difficult to dry in the field. It has unique water vapor transfer properties and is very comfort-

able through a wide range of activities. Do not overlook wool garments for a wide-range of functions.

Mat materials are extruded, densely packed fine fibers. They are resistant to compression and don't drape well. THINSULATE dominates this market niche and is widely used in the ski market industry.

When developed in the late 70's, synthetic pile garments were single or double knitted fabrics, but they tended to lose their pile and pilled badly with wear and laundering. They have been replaced by fleece.

Fleece is the most exciting new material in the cold weather-clothing arena. It has taken over the marketplace because of its comfort and characteristics. Fleece is a dense pile but with stiffer fibers than pile. It looks like velvet, but is more resilient. It is polyester and comes in different thicknesses—micro fleece for underwear and 100-, 200-, and 300-, weight garments. This material breathes well, is hydrophobic, lightweight, highly durable, easy to cut and sew and fast drying. It does many things extremely well, including vapor transport, insulation, resistance to compression, liquid drainage, durability and will be around a long time. Fleece is the most exciting material for outdoor activity since Gore-Tex. Much of polyester comes from discarded soda bottles, which is environmentally sound. Layering concentric fitting pile garments gives the most flexible ensemble for the widest range of activity today. There are now wind-resistant pile garments available but their breathability has yet to be measured.

THE OUTER LAYER: The outer layer in cold, wet environments is also important. The important factors to consider in outer garments, is repellency versus breathability. Repellency implies the inability of liquid water, not water vapor, to penetrate the fabric. Historically, rain gear was coated with a plastic or rubber to achieve this function. However, coated fabrics have virtually no breathability. Later, 60/40 fabrics came along. They are breathable, but are only slightly water repellent, they eventually can become saturated. The latest and greatest is Gore-Tex, with H2NO and others coming in a close second. They offer water repellency and breathability. There are several proprietary fabrics that claim the same properties, but don't really measure up to Gore-Tex. It is a laminated fabric of 2 or 3 layers, and lasts for about 5 years at best. When it gets a lot of use, it can wear out even faster. As it wears out, it becomes less water repellent.

Remember that, it is usually better to buy an article of clothing that has been around for a few years, has few changes, and has survived the test of time and use by consumers. If it's been around 3+ years, you know that it's probably a good product, because people buy it over and over.

So good luck and I hope this helps when you place your orders for Pro Form products. Remember to have fun!

Classified

Ski Swaps

Saturday, October 21st 10-4
Tahoe City Ski Swap,
this year at Alpine Meadows

Saturday, November 4th 10-4
Truckee Ski Swap
at the Community Center.

Wanted

More Entries in the Classified Section

Do you have something for sale?

Something you want?

Use the classified section of the
newsletter to post your notice.

Distribution is to the EDNSP membership.

Send your want ad to one of the editors
to post it in the next issue.

Free!

EDNSP Committee Sign-Ups 2000/2001

The following people have already signed
up for committees for next year. If you would
like to help out, please sign up by contacting a
board member or one of the committee mem-
bers. Each person's participation is appreci-
ated!

Race Committee

Theresa Gilliland
Susan Minneman
Paul Stover
Mike Peart
Walt Thompson
Lollie Zimmerman
Mike O'Keeffe
Jerry Plummer
David Farrell
Jeff Holm
Bob Macy
Grant Nelson
George Doty

Training Committee

Mike O'Keeffe
Dave Farrell
Mike Matus
Jeff Holm
Mike Werst

Trails/Patrol Committee

Julie Hendricks
Theresa Gilliland
Susan Minneman
Kathy Glans-Holzer
Bob Macy
John Payne
Mike Peart
Ken Kirk
Teresa Piper
Mark Wegener
Mike Matus
Cliff Lonbaken

Public Education

Julie Hendricks
Paul Stover
Peter Zimmerman
Rich Platt
Jerry Plummer
Monte Hendricks
Jeff Holm
Grant Nelson

Handbook Committee

George Doty
Susan Minneman

Hut Committee

Theresa Gilliland
Kathy Glans-Holzer
John Payne
Craig von Chance
Monte Hendricks
Jeff Holm
Grant Nelson
Mark Wegener

New Member Committee

Theresa Gilliland
Rich Platt

Mechanized Committee

Julie Hendricks
John Payne
Mike Peart
Walt Thompson
Ken Kirk
Teresa Piper
Monte Hendricks
Cliff Lonbaken

Publicity Committee

Jim Peterson
Craig Von Chance
Jeff Holm

Equipment Committee

Walt Thompson
Jim Peterson
Mike Matus
Susan Minneman
Cliff Lonbaken

Administrative Staff

The Forest Service fiscal year ends Sep-
tember 30th. For accounting purposes, the El-
dorado National Forest needs to have the total
number of person-hours that the EDNSP con-
tributed during the previous fiscal year. These
volunteer hours include the time that each per-
son spent patrolling, doing trail or maintenance
work, attending training and meetings, and per-
forming SAR duties. It also includes the travel
time to and from each activity. Volunteer time
spent in support of the Echo-to-Kirkwood event
is not allowable.

If you don't anticipate accruing any more
volunteer hours before September 30th, 2000
and if you haven't already done so, please turn
in your volunteer hours total for this last year to
Jennifer Marsolais. If you *do* anticipate accru-
ing more volunteer hours before September
30th, continue keeping track of them and get
them to her *by* September 30th

Contributing Writers to this Issue:

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