

Number
189

Bergtrage

SEATTLE MOUNTAIN RESCUE



60+ 1948
2008

May 2009

MAY BOARD MEETING/GENERAL MEETING

Board Meeting / General Meeting

May 21st, 2009 (Thursday) at 7:00pm

Bellevue Fire Station #9, 12412 SE 69th Way (Newcastle Way), Bellevue

This is SMR's regular monthly meeting which is not just for the **Board Members** who are required to attend. **All members** are asked to please attend and help **SMR** conduct its business. New members are encouraged to attend a meeting as soon as they are accepted in the Unit. Meetings are usually preceded by a social hour at 6:00 p.m. Locations will be announced on the **Yahoo Group E-mail Lister** and on your pagers. Please come, especially if you are a new or prospective member. Submit agenda items to **Chairman Doug Hutton** prior to the meeting.

MISSIONS IN APRIL 2009

THURSDAY, APRIL 2, 2009

DOG IN RIVER

TWIN FALLS STATE PARK, NORTH BEND

At approx 1430 hrs, while hiking with its owner on the Twin Falls Trail and crossing the footbridge, somehow or other the 9-month old Rottweiler named "Jagger" went underneath the bridge railing and fell approx 40' into the pool below the bridge and just above the "lower waterfall." The frantic owner made an emergency call to which King County Animal Control responded with two officers. The dog swam to a ledge where it was stranded. ESFR also responded and said they were at "Exit 38 and could see the dog in the water from their vehicles."

Subsequent information from an Animal Control supervisor who arrived at the trailhead confirmed that the scene was in fact on the Twin Falls Trail at the bridge just above the "lower" waterfall and the SMR and ESAR vehicles moved to a wide spot on EB-I-90 at the MP-36 sign. In addition to a small ESAR team, at 1930 hrs an SMR team with Allen, Hartzell and Schultz entered the field from this location. Shortly after this, word was received that the dog was no longer on the ledge and apparently went over the falls. At this point, the rescue efforts turned into an effort to assist the family members, which included the owner, a friend, and the owner's father who tried to search the river below the falls hoping to find the unfortunate dog. The father entered the river which caused concern for his safety and at 2045 Deputy Marshall directed all field teams to terminate the search and bring the family members back to the trailhead. Apparently the dog had been stranded on the rock ledge for a long period of time, maybe four hours, at which point it seemed to "give up" and went into the water pool going over the 70-ft waterfall.



At this time, the dog appears to have not survived the trip over the waterfall which is exactly where another dog fell under similar circumstances on Sept 8, 2007 (DEM-07-2973) and survived without major injuries. The condition of the dog's family members was a cause for concern considering the cold heavy rain and the darkness and all of them returned safely to the trailhead.

SMR HAD 8 RESPONDERS FOR 29 MANHOURS AND 350 DRIVING MILES FOR THIS MISSION

MONDAY, APRIL 6, 2009

CONFUSED/DISORIENTED HIKER

POO POO POINT TRAIL, TIGER MOUNTAIN, ISSAQUAH

Russel Anschell and Doug Caley were getting ready to take a hike on Tiger Mtn when the pager went off at 16:30. A female hiker made a 911 call saying that she left the Issaquah High School and went up the "standard" Poo Poo Point trail. She had lost the trail in the snow, was not equipped to spend the night, and was generally "freaked out." Russ and Doug headed up the Poo Poo Point trail and ran into a single female hiker who said she left Poo Poo Point at 16:00 and had not seen anyone else. About five minutes later they ran into a group of two women and a man. One of the ladies said that it was she who called 911. She was soaked and wearing pink sweat pants and muddy tennis shoes and said that she made a wrong turn on RR grade and ended up in the snow in Many Creeks valley. She stopped at a trail heading downhill that was signed "Unmaintained" which was actually the Section Line trail. The woman said that the "trail was treacherous and should be closed." It was suggested that she continue down to the trailhead with her two escorts which allowed Doug and Russ to continue on their hike. No mention was made of her making another 911 call to say she was with other hikers.

TUESDAY, APRIL 14, 2009

MISSING HIKER - TURNAROUND

PRATT LAKE TRAIL, ALPINE LAKES

King Country paged SAR at 1537 for a missing hiker on the Pratt Lake Trail who was last seen several hours ago by his hiking partner who was at the trailhead near Exit 47. The missing 31-year old male hiker was reported to be "*experienced.*" Farash picked up ITOL and sent out an SMR page to which Zabriskie, Evans, Rusho and McCall responded with McCall taking SMR-1. Less than a half hour later at 1605 a "*turnaround*" page was issued by the county and all SMR responders were turned around. In the meantime, Davis went to the trailhead and made contact with the "missing" hiker and his partner who explained that when they reached the snow on the Pratt Lake trail, they became separated when the Subject stopped to put his snowshoes on. The partner made an effort to find his friend by checking on side trails and eventually returned to the trailhead. Each of them assumed the other was lost and neither had the slightest idea of the route nor had maps or knowledge of the area but they were "*experienced.*"

SMR HAD 6 RESPONDERS FOR 6 MANHOURS AND 137 DRIVING MILES FOR THIS MISSION



June 26 - 28, 2009

Timberline Lodge, Mount Hood



Hosted by

Portland Mountain Rescue

For information on available lodging at a reasonable cost contact Doug Hutton

Please join Portland Mountain Rescue at the beautiful and historic Timberline Lodge for the MRA's Spring Conference and Anniversary Gala. This year we'll be featuring a snow and ice theme so plan on spending five days on and around the glaciers and summer snowfields climbing, learning new skills, meeting fellow rescuers from around the world and honoring the MRA's history. Portland Mountain Rescue is proud to host the 50th Anniversary, 2009 MRA Summer Conference! We hope you'll join us for this historic occasion to celebrate 50 years of saving lives through rescue and safety education. Visit <http://www.pmr.org/mra2009/>

FROM THE TRAINING COMMITTEE

RfR - Rigging for Rescue

Rigging for rescue was well attended this year. We had a total of 28 folks from SMR and two from Olympic Mountain Rescue for a total of 336 hours and 2205 miles. Highlights included a white-board session on vectors, angles, forces and sheep (ah, just checking to make sure you weren't zoning out) by Steve Friday night. Also successful was the after-hours study session at the Pumpouse. We did lots of raises and lowers on Saturday. There were also lots of "ah ha" moments passing knots ascending and descending lines off the tower. Sunday we focused on pickoffs and tracking lines. It may be the first time that a mauve barcalounger with fully extended footrest and lounging rescuer has ever been hung off the Bellevue Fire Safety Training Tower and lowered out across the parking lot. Special thanks to Gordy Smith for hosting the Olympic folks Friday night, Doug Caley for hosting them on Saturday night. They mentioned they really enjoyed the candlelight dinner and hot tub session. But they did say they were a little in awe when Kacia mentioned that (as we do things here in King County) she ran missions as ITOL from the tub for years. Also thanks to Doug McCall for scrounging around for our missing fourth rigging kit in the middle of the night on Saturday, and to Steve Allen, Gordy Smith, Doug Caley, John Wick, Bob Ricker, Art Farsh and Bill Davis for instructing. And an extra-special thanks to Art Farash and Bill Davis for getting the pizza.

Next training: Saturday May 16th 8:00 AM at the Mountaineers new club house. We're planning on going over highlines, steep angle and lots of other good stuff. It's not mandatory, but it should not be missed because its going to be epic. Bring a harness, chest harness, gloves, helmet, rope ascending equipment, personal anchor and a radio if you've got one.

Questions? Call Bree Loewen, SMR Training Chair (206) 919 6240

Helicopter Training with Olympic Mountain Rescue

An HH-65C flight crew assigned to Coast Guard Air Station Port Angeles, Wash., hoists an injured hiker to safety from a mountain peak at an altitude of 6,300 feet--and a density altitude approaching 9,000 feet--in July. The rescue would have been impossible with the older, under-powered Bravo model. (Photograph courtesy of Brian "Red" Anderson)

On April 18, 2009 Two members of SMR (Bree Loewen and Brianna Hartzell) were invited by Olympic Mountain Rescue (OMR) to participate in their annual helicopter training with the Coast Guard in Port Angeles.

The most interesting part was learning a little bit about how OMR trains. They have a four year apprenticeship program before folks become full members - one of the requirements to become a full member is to take a contract rigging seminar. They've got one evening and one full day training per month in addition to their board meetings - which happen quarterly or whenever they feel like they need one. They average about 10 missions/year, half of which are out of county, mostly those are when we call them to King County. But they make up for their scanty missions with lots of climbing trips and trainings. They've recently had a large influx of young strong climbers and in general everyone seemed really competent and like they were having a really good time.

USCG Air Station Port Angeles offers a significant helicopter capacity that could be used in the Washington Cascades. They have a crew ready to fly 24 hours per day, can land at hospitals, can fly at night and in relatively bad weather and can be on station in the north or central Cascades one hour after they are called.

Earlier in August 2007. a group of seven SMR members participated in a similar training exercise. A written summary was prepared that discusses the capabilities and procedures for the Coast Guard helicopter support.



The International Committee of the Mountain Rescue Association was saddened last month by the loss of several members of the International Mountain Rescue Community. **Bergrettung Mieming/Tirol Mourned the**

Loss of One of Their Own.....on Saturday, April 11th, the members of the Bergrettung Mieming in Tyrol lost one of their own comrades.

Michael Schöpf went of a ski tour of the Westl Griessspitze on his 38th birthday and never returned alive. He left behind his wife Petra and two young sons. Michael worked many hours on the planning and construction of the new summit cross on the West Mitterspitze shown in the photo which is dedicated to memory departed mountain rescuers and alpinists.



The members of the **North Shore Rescue** in Vancouver, B.C. were saddened by the loss of **Johannes (Hannes) Müllegger**, a fellow North Shore Rescue Team member, after he fell 30 metres into a crevasse while skiing across a glacier on Mount Gilbert, about 160 kilometres northwest of Vancouver on April 23rd. Hannes was on a ski tour with two friends on the Compton Neve. Johannes, 36, was originally from Salzburg, Austria, but had lived in Vancouver for a number of years and had been a member of the highly trained NSR team for two years, according the team's

operational search manager Tim Jones.

The **Talkeetna** climbing community lost a great friend and a highly respected mountaineer this week. Seasonal Talkeetna resident **John Evans**, age 54, died on Tuesday, April 28 from injuries sustained in a fall in Snowdonia National Park near his winter home in North Wales. John enjoyed a longtime connection with the Alaskan military and mountaineering communities, beginning in 1986 to 1989 when he was stationed at Elmendorf Air Force Base as a rescue technician and paramedic with the U.S. Pararescue Squadron. Through the 1990's, Evans worked internationally as an instructor in survival skills, wilderness studies, and emergency medicine, including over a decade as a professional guide leading expeditions on Mt. McKinley with Genet Expeditions and Mountain Trip. From 2000 to 2007, Evans was employed as a mountaineering ranger with Denali National Park and Preserve. During his combined guiding and ranger careers, Evans participated in a total of 25 mountaineering expeditions on Mt. McKinley. John's extensive rescue skills, emergency medical expertise, and cooperative nature were highly valued at Denali National Park, and he occasionally extended his season by working as a park ranger stationed at the Toklat Road Camp. After his final season with the National Park Service in 2007, Evans returned to the Alaska Range as a mountaineering instructor with Talkeetna-based Alaska Mountaineering School (AMS) in 2008. He was scheduled to return to Talkeetna on May 1, 2009 to work another season as an instructor with Alaska Mountaineering School. Evans is survived by his partner Lynn, his son David, daughter Rhiannon, as well as his parents and two sisters. His loss will be deeply felt not only in the Alaska Range, but throughout many mountaineering and rescue communities across the world. (Story and information from Maureen McLaughlin, NPS)



On April 4th **Bruno Kumpusch** from the **Bergrettung Schönwies**, Austria died on a climb of the Wildspitze in Ötztal. Bruno was an accomplished climber and alpinist and was a member of the Bergrettung since 1988.



Erich Spiss, member of the **Bergrettung Innsbruck** since 1977, died in an avalanche on April 8th on the Zischgeles. Erich worked over 20 years as a ski patroller and was the youngest air rescuer at Innsbruck.

"SAR BETA?" EVER WONDER WHAT THAT MEANT?

USELESS INFORMATION YOU REALLY CAN'T USE

What's a "**SAR Beta**?" If you're like most of us old timers, and maybe not so old timers, do you know what the term "**SAR Beta**" is? Well, after a little Googlin' here's what was found out:

- Developed in coordination with the Shau'ghunate Guard's emphasis towards nonlethal force and increased casualty retention, the **Search And Rescue Designation Beta**, more commonly known as the **SAR-Beta** for short, is a dedicated search and rescue vessel optimized for planetary operations. Capable of space flight if necessary, its performance is nearly on par with the Kiai'ta-class Space Superiority Fighter for quick response capability. Constructed from the best Guard technology, the SAR-Beta represents the next generation of Jade Worlds spacecraft.
- A miniaturized medical suite, including downscaled surgery droids and highly advanced redundant inertial dampeners, allows the SAR-Beta to function as a self-contained small hospital. Retrieved from "<http://starwars-exodus.wikia.com/wiki/SAR-Beta>", and a little more Googling found this.....
- **Beta** is climbing jargon that designates information about a climb. In rock climbing this may include information about a climb's difficulty, crux, style, length, quality of rock, ease to protect, required equipment, and specific information about hand or foot holds. For alpine climbs, beta may include information about the length and difficulty of the approach, availability of water on the climb and the approach, ease of exiting the route before completing it, descent information, perhaps even useful logistic information for climbs in foreign countries.
- The original use of the term Beta in climbing is generally attributed to the late climber, **Jack Mileski**. "Beta" was short for Betamax, a reference to an old videotape format largely replaced by the VHS format. This was actually a play on words, as Jack would often ask, "you want the beta, Max?"
- The woman ex-girlfriend who killed climber Jack Mileski in 1997 was convicted of first-degree murder and sentenced to life in prison. Mileski was a prominent and well-liked climber of the 1980s and early 1990s in the Shawangunks, the Austin, Texas, area, and eventually Colorado Springs, where he worked as a high school English teacher. He is credited with originating — or at least popularizing — the term "beta" for describing moves on a climb.
- It is considered proper etiquette in climbing not to give a climber beta unless they ask for it. Many climbers find it distracting if people shout at them while they are climbing. Also, a climber can only onsight a route if he or she has received no beta. If the climber has received beta from someone else before climbing a route it is called a flash.



FROM MRC TO SMR - OUR 61 YEARS OF HISTORY



HOW MRC GOT IT'S FIRST TRUCK

1953, Avalanche Rescue Written by Dr. Edward E. Almquist, M.D.

On February 7, 1953, three boys left the Snoqualmie Pass parking area, bound for an overnight camp-out at Snow Lake. Their names were Keith Jacobsen, Larry Schinke, and Ed Almquist. They were 17-year-old students from Franklin High School and were experienced mountaineers and skiers. Passing Sahalee Ski Lodge area, they began ascending the valley where the Alpental ski area is currently located. It was a misty morning. There had been a heavy snowfall the day and night before, and the unbroken trail was deep with wet snow. Their course paralleled the east side of the hillside, gradually ascending towards Source Lake. It crossed through thickets, wooded slopes, and occasional open hillsides. After several hours, they reached the head of the valley at Source Lake and started the vertical ascent of the 1200 foot ridge that was the route to Snow Lake.

Ed Almquist at this time stopped to remove his army climbers. All of the boys had touring skis converted from the U.S. Army Mountain Division equipment and modified by Wally Burr. Keith and

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Larry proceeded ahead of Ed up the now open slope, breaking trail and traversing. About a third of the way up, they heard a wild roar and looked up to see a huge wall of snow cascading through a chute about 1000 feet above them. The wall of snow seemed to be 20 feet high. They all turned and headed down obliquely from the slope. Larry Schinke and Keith Jacobsen were 'caught in the avalanche; however, Ed Almquist skied out of it, breaking one of his skis in the process and ended up on the valley floor just to the side of the avalanche. He recalls looking back and seeing the huge mound of snow and no movement, no friends, just silence. He then climbed back up the hill on the broken ski and across the avalanche, which was probably 300-400 feet across and very deep, burying small trees. He called out and wandered around for some time and then went for help.

Starting down the ski trail they had come up was quite difficult with a ski amputated just in front of the binding. He was just too terrified of avalanches to cross the first open slope he came across and skied among the trees down to the creek. For the rest of the time, he waded, sometimes waist-deep, down the creek to the point where he could hear the skiers at Sahalee Lodge. He had to use his skis to ascend the sides of the creek, which were covered with deep snow, and then he approached the lodge.

Much of what happened after that is recalled as a blur. He knows he was in the lodge and they had him wrapped in blankets for a long time. The Mountain Rescue Council was called, as well as the Forest Service, and a search group was organized at that time, probably within just two or three hours. About dusk the team headed back up the trail through their old tracks, Ed Almquist going with them. It had turned cold by then and there was a hard crust on the moistened snow. They arrived at the avalanche scene late that night and began the rescue. There were probably 12 rescuers, headed by Ome Daiber, and including Ross File of the Forest Service. Ed Almquist at that point was in a sleeping bag at the side of the avalanche and the others were probing and searching. The time was difficult to estimate, but within an hour or two, there was a great yell from one of the rescuers. He had been standing on the avalanche (which was estimated to be up to 30 feet deep) and was calling to one of the other members some distance away when he heard a voice beneath him. He started digging, calling the other members, and they soon uncovered Larry Schinke who had been buried by that time for 9 and a half hours in the wet snow avalanche. He had been upside down; his foot was five feet from the surface, so his head was 12-13 feet down. He did have an air hole, and he was wearing wax canvas pants over his ski pants, which afforded warmth and moisture protection. Larry recalled that he had great difficulty with the bile running out his mouth and his nose, and the taste and the burning sensation of it. He became very tired and sleepy and just decided to sleep and was awakened by the voice above him. He was brought down to a makeshift campsite in a wooded area to the side of the avalanche, wrapped in multiple sleeping bags and placed in a small tent, and he and Ed Almquist were given tea and soup. Everyone was quite amazed because nobody there could recall anyone, ever, who had been buried so long--9 and a half hours--and survived; and they were grateful.

The search continued about all night, but Keith Jacobsen was not found until early the following morning. He was discovered by probing and had apparently been killed by the impact of the snow. He had a fractured cervical spine and was within 10 feet of the edge of the avalanche. A helicopter arrived that morning and Larry Schinke and Keith were taken out in it. The remaining rescuers, including Ed Almquist, skied out.

Keith Jacobsen grew up in those mountains, loved them dearly, and a plaque was placed near the source of his death on a talus above Source Lake. The tragedy prompted an educational program to make the dangers of avalanches known to the skiing public. Prior to that time there was very little publicity about them, and there were no media warnings on the potential dangers of avalanches with any given weather condition. A memorial fund for Keith Jacobsen was started in the Seattle area. Keith's family was very prominent and, with the monies received for this, the

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first mountain rescue vehicle was purchased. It was a large truck, fully fitted with rescue equipment, and Larry Schinke and Ed Almquist dedicated the truck the following fall.

Here's Another "Oldie" From April 1953 - 56 Years Ago

1953, Cedar River Watershed Rescue In April 1953, a military contract plane crashed into the Cedar River near North Bend, Washington. Nineteen of the twenty-six people aboard survived the crash. By 8:30 in the morning, the plane's hostess and one passenger made their way down through the snow to a service road. A Water Department service truck picked them up and radioed in that the plane had been found. Orne tells about the rescue: "I was working on a house on Queen Anne Hill. I got my call after 3 p.m. I arranged for 'a police escort to get a rescue party down to the Mercer Island Floating Bridge and on 1-90 to North Bend and on to the Cedar River Watershed. Dr. Otto Trott was in his car, and I had my car and trailer loaded with our equipment. Both of us had Mountain Rescue personnel in our cars."

When the party reached the crash site, they were amazed to find that the radios at the site were not set on the same frequency as those at the roadhead. They had to take time to arrange for their own frequency. (Now all state and federal agencies use this same frequency.) They had only one litter, but they patiently persisted in bringing out the injured, one by one. And they finally brought out those who were killed in the crash.

Orne continued, "The first man brought out died later, the victim of peritonitis, a tragedy which probably could have been avoided if we had been called that morning more promptly." This rescue effort, with Orne climbing actively despite having continuous problems with one foot injured in 1936, is an example of his total commitment to mountain rescues; His efforts endeared him to thousands of people. His leadership inspired confidence among his associates and fired them with the same spirit.

The MRA MERIDIAN Online

Download the latest April 2009 edition of the **MRA Meridian Online**, the quarterly publication of the Mountain Rescue Association

<http://www.mra.org/documents/MeridianApril2009.pdf>



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Seattle Mountain Rescue

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The Editor