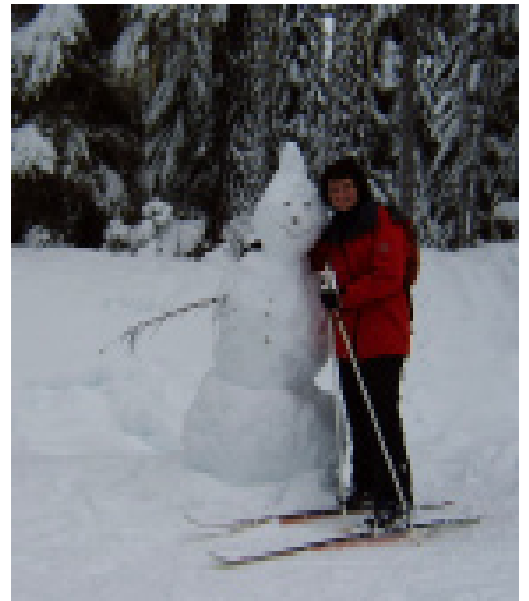


2012

# Winter Travel Course



# TABLE OF CONTENTS

<b>SKIING ETIQUETTE</b>	<b>Page 3</b>
<b>GEAR AND OTHER NEAT STUFF</b>	<b>Page 4</b>
Ski Equipment	
Waxing No-Wax Skis	
Clothing	
Ten Essentials Plus One	
Mountaineering First Aid Kit	
Maps	
Other Necessary Gear For The Day Tourer	
Optional Stuff	
Packing Your Day Pack	
<b>WINTER HAZARDS</b>	<b>Page 7</b>
Weather Information	
Avalanche Information	
Other Hazards	
Cold Weather Ailments	
<b>TOURING WITH THE OLYMPIA MOUNTAINEERS</b>	<b>Page 9</b>
Sign Up Procedures For Scheduled Tours	
Olympia Mountaineers Hotline	
Carpooling	
Drivers	
Passengers	
Skill Levels For Ski Tours	
Conduct On Tours	
<b>OTHER INFORMATION</b>	<b>Page 10</b>
Equipment Suppliers	
Pass Conditions and Avalanche Telephone Numbers	
Suggested Reading from the Mountaineers	
Request To Graduate Ski course	<b>Page 11</b>
Request To Graduate Snowshoe Course	<b>Page 12</b>

## SKIING ETIQUETTE

The quality of your experience can be enhanced if we show sensitivity to other skiers and snowshoers to minimize the effects of our passage through the silent winter landscape. A little common sense and etiquette goes a long way.

## FITNESS

A reasonable level of physical conditioning is essential to safe and fun touring. Being out of shape hinders your enjoyment and may jeopardize your party's safe and timely return. If you tire quickly, you fall more often, compounding your problem and increasing your chance of injury. To avoid having poor conditioning ruin your trip and hamper the experience of your fellow tourers:

- Pick out tours that you can physically handle.
- Augment your weekend tours with some type of aerobic workout during the week, like fast walking, jogging, bicycling, or swimming. Do this on a regular three-a-week basis and you will enjoy your tours and life more.

## SNO-PARK PERMITS

Sno-park permits are required for officially designated Sno-Park lots. The fees collected provide funds to keep the parking areas open. The State plows these parking areas throughout the winter. Buy and display your annual Sno-Park permit properly. If you park without a permit, you can count on a ticket and possible towing. Oregon and Washington have reciprocal agreements wherein each state honors the other's Sno-Park permits. Permits are available at outdoor equipment stores or by mail from:

Winter Recreation  
State Parks & Recreation  
Commission  
7150 Cleanwater Lane  
Olympia, Washington 98504  
Phone: (360) 902-8844  
www.winter@parks.wa.gov

## DRIVING and PARKING

Allow extra time for driving to the trailhead in winter. A phone call to check out the pass conditions may help. (See page 9 for phone numbers.)

At the trailhead, do not block other parked vehicles. When parking on the side of highways, park on the shoulder side of the white line. Leave your emergency brake off to prevent the brakes from freezing to the drums.

## Leave the City Behind

Enjoy the quiet outdoor world without yelling, shouting, or whistle blowing, except to solicit aid. Be cool with the tunes. Others may not appreciate your music like you do.

## DOGS

**Please leave your dog at home.** On narrow trails they pose a hazard to skiers, particularly novices, who cannot easily maneuver out of their way. They chase any wildlife and mess up the ski tracks with their paw prints. Besides, who likes to scrape brown wax off their skis? Or, look at their yellow snow?

## HUMANS and SANITATION

Dogs are bad, but humans can be worse. One of the most conspicuous abuses of the winter scene is uncovered human waste. People who urinate and defecate at random not only create a health hazard, but mar otherwise beautiful areas. When relieving yourself, always dig a hole with your boot or ski pole. Burn toilet paper or carry it out in a plastic bag. Remember, toilet paper will remain long after the snow melts. When selecting a toilet site, avoid lakes and streams, frozen or otherwise, and always get well away from trails, roads, and other facilities.

## NO LITTER HERE

Litter doesn't disappear just because you buried it in the snow. If you can carry it in, please carry it out. Practice picking up other wayward skiers' litter. Use a plastic bag and practice no-trace

skiing. Litter diminishes the outdoor experience for all.

## SETTING A TRACK

Always set a good ski track for yourself and those who follow. Maintain or improve the tracks you are on. If you are breaking trail, look back to observe your line of tracks. If they wander, you are skiing inefficiently, using excess energy, and not leaving an enjoyable track for those behind you, or even for your own return trip.

Learn to make a good track; as straight as possible, with the skis about eight inches apart. If tracks ahead are bad, improve them by smoothing out wobbles and establishing proper width. A group of skiers should all ski in one set of tracks, each improving the track ahead as required. Tracks that overlap, crisscross, and randomly wander are difficult to ski and destroy the rhythm of forward movement.

## TRAIL COURTESY

If you stop to rest, eat, or for a clothing break, step off to the side without damaging the continuity of the track. Never block the track.

If you fall, fill in the depression (sitzmark) your body makes and reestablish the track. A sitzmark may cause others to fall.

Step aside to permit faster skiers to pass. Sometimes the faster skier may yell "Track!", meaning you should step aside.

Avoid walking across or in an established track. Snowshoers and snow players should not walk on tracks. Snowmobiles should not run on ski tracks.

When skiing uphill, always give the right of way to the skier coming downhill by stepping out of the track.

If there is more than one set of tracks, ski in the right hand track. If trails are marked for skiing direction, proceed in that direction only. Keep poles close to the body when near another skier.

## Downhill Ski Areas

Avoid downhill runs in ski areas. If you must cross one, do so rapidly, or try to stay near their margins.

## ACCIDENTS

Ski within your ability with an eye towards the consequences of a fall. If the trail is too steep and narrow or the trees are too close together, take your skis off and walk down.

If an accident occurs, everyone should render assistance.

## NO FIRES

We discourage fires. If you crave a warm meal on day tours, carry a thermos bottle or a stove. Cutting dead snags does away with one of winter's picturesque scenes.

## BE FLEXIBLE

Weather and snow conditions have been known to change rapidly here in the Northwest. If the snow is bad, take in the views. If the snow is good, but the weather is gray, breathe in the fresh air and think about Monday morning when you will say "I'd rather be ...skiing." If you learn to adapt to conditions as you find them, your skiing will be more rewarding. You will have more good days and fewer disappointments.

## GEAR AND OTHER NEAT STUFF

The following lists show what to take on a day ski tour. Our best advice is for you to carry sufficient equipment, clothes, and food to be able to survive a night out in the harshest conditions expected for your location and time of year. Know the limitations of your equipment and observe those limits.

Skiing with a tiny pack allows more freedom of movement, but threatens your total freedom in the wintry outdoors. Lacking a spare pole basket or a piece of tape may mean the difference between having a fun day versus an exhaustive, even life threatening adventure. The few extra pounds of

the ten essentials, repair kit, and optional stuff give you the peace of mind to ski safely "far from the maddening crowd".

## Ski Equipment

### *Touring skis:*

We strongly suggest that your first pair of skis be waxless. If renting, make sure you get a left ski and a right ski.

### *Touring boots:*

The more torsionally rigid the boot (i.e., stiffer sole), the more control you have over your skis

### *Bindings:*

Make sure the binding system matches the boots.

### *Poles:*

Avoid breakable bamboo-types.

## AVOIDING PROBLEMS

Make sure the equipment you are going to use fits you. If you borrow equipment make sure the person is close to your same weight for skis; the same height for poles. If not, you are going to have a miserable time. Your equipment will not perform as designed.

## Waxing no-wax skis

No-wax or waxless skis are designed to both grip and glide without the use of wax. However, as your skiing proficiency improves you may want to try a glide wax on the tips and tails. Glide wax will improve your diagonal stride and downhill performance by reducing friction between the ski and snow. Waxing will also help prevent icing up.

Glide wax comes in two basic forms: liquid and hard wax. Liquid wax can be applied at home or on the trail so long as the skis are dry. It will improve your performance but will not last for more than a day's tour. Hard wax is normally applied at home using an iron to melt the wax onto the ski. This method is usually called "hot wax" and will last considerably longer than the liquid wax treatment. **DO NOT** wax the kick zone on your no-wax skis.

## Clothing:

Wool or synthetics such as pile and polypro are the best. **COTTON IS NOT ACCEPTABLE.** Use the layering approach. Think light and flexible. Avoid heavy, cumbersome garments. Good raingear is essential in the Northwest.

Examples:

- Synthetic long underwear
- Socks (two pairs plus spares)
- Pile jacket or sweater (lightweight)
- Overpants (knickers or lycra)
- Windbreaker & windpants
- Rain gear top/bottom (coated nylon or waterproof, breathable)
- High top gaiters
- Hat & balaclava or wind mask
- Gloves or mittens & windproof overmitts, plus spares
- Heavier-weight pile or down parka

## Ten Essentials plus One:

**Mandatory for each skier.** Hope for the best weather; prepare for the worst.

- 1) Map of the area in waterproof case
- 2) Compass
- 3) Extra food
- 4) Extra clothes
- 5) Pocket knife with an awl
- 6) Flashlight with extra batteries & bulb
- 7) Sunglasses
- 8) Fire starter
- 9) Matches in waterproof container
- 10) First aid kit (see next page)

## Plus 1 - Repair Kit

- Spare ski pole basket
- Assortment of screws/nuts including binding screws
- Spare binding bail (if changeable)
- Lots of heavy-duty tape (Duct tape)
- Posidrive #3 or Phillips #3 screwdriver
- Few feet of braided picture wire
- Twenty to fifty feet of nylon cord
- Needle & thread

## MOUNTAINEERING FIRST AID KIT

ITEM	QUANTITY	USE
Aspirin	12 tablets, 5 grain	Pain: 1-2 every 4 hours
Antacid	6 tablets	Indigestion/heartburn
Antihistamine	6 tablets	Bites/colds/hives: 1 @ 4 hrs
Band-aids	12, 1-inch	Lacerations
Butterfly bandages	2 sizes	Closing lacerations
Sanitary napkin	1, 4-inch	Large bleeding wounds
Moleskin/molefoam	1/2 package	Blisters
Needle	1 medium size	Remove splinters
Tincture of Benzoin	1 oz. bottle	Protect skin/hold tape
Antibacterial soap	1 oz. bottle	Mild antiseptic for abrasion and cuts
Razor blade/scissors	1	Shave hair prior to taping
Roller gauze	2 rolls, 2" x 5 yds	Holding gauze flats
Safety pins	3, 1-large	Mending clothing
Sterile gauze pads	6, 4" x 4"	Larger wounds
Nonadherent dressings (i.e. Telfa or Easy-Release)	2, 4" x 4"	Abrasions or burns
Cloth tape	2" roll	Wrap sprain/hold dressings
Triangular bandage	1	Support arm/protect dressing

### Optional items:

Drugs	As prescribed by personal physician	Store in individual container label dosage, expiration date, drug, type, expected reaction
Elastic bandage	1, 3-inch	To secure dressing or sprains
Thermometer	1, 40° to 120° F	Check body/other temperature
Wire mesh splint	1	Suspected fractures

### Miscellaneous Items:

- Change for emergency telephone calls
- First aid/rescue information
- Accident report form
- Pencil and paper

### Maps

Blankets of snow add new difficulties to routefinding. Signs are covered, road junctions are obscured, and trails blend into the surrounding countryside. Never start out without a good map of the area to be skied.

Topographic maps are published by the U.S. Geological Survey (USGS) and can be purchased at outdoor equipment stores, map stores, or by writing the U.S. Geological Survey, Federal Center, Denver, Colorado 80225.

While USGS maps are the best for studying the works of nature, such as cliffs and rivers, they are not revised often enough to be current on the works of man, such as roads and clearcuts. When skiing logging roads, also carry a Green Trails map, available at outdoor equipment stores, or an up-to-date Forest Service map obtainable for a small fee at ranger stations (on weekdays) or by writing the district offices.



## WINTER HAZARDS

To enjoy a safe ski tour, you must be aware of and prepare for potential hazards. The most easily recognized are the objective or physical hazards inherent in winter travel through mountainous terrain (e.g., storms, cold, wetness, avalanches, hypothermia, white outs). Far harder to evaluate are the subjective hazards which arise from our human nature (e.g., party management, choice of companions and equipment, ski route, physical conditioning, attitude, ignorance, judgment, overconfidence).

## WEATHER INFORMATION

Know before you go. Weather and snow information is available from a variety of public sources (newspapers, TV, special telephone services, and ski shop bulletin boards). Remember, telephone or radio "ski reports" tend to be overly optimistic on their snow falls and temperatures.

The most current weather report is broadcast directly from the National Weather Service Office in Olympia, WA. (NOAA Weather Radio, WXM-62, on a VHF-FM frequency of 162.475 MHz). These may be received on an inexpensive weather radio available from electronic hobby stores. The 24 hour-a-day broadcast is repeated every 5-7 minutes. The report includes a weather summary, latest local, marine, and mountain forecasts, a state extended forecast, and weather reports from around the Northwest. Seasonal information includes avalanche and recreational forecasts, plus local travelers advisories.

## AVALANCHE INFORMATION

The USFS provides Backcountry and Avalanche Hazard Evaluation in a recorded message at (503) 808-24007. [www.nwac.noaa.gov] In addition to describing avalanche potential for the region, this report is extremely valuable for determining what snow conditions (the snowpack analysis) might be at a given location. This forecast is currently provided only through the winter season.

All USFS and National Weather Service forecasts use the following terminology in describing avalanche hazard. Skiers should know the meanings of these terms. Listen carefully to the report and take notes.

**LOW AVALANCHE HAZARD.** Mostly stable snow. Avalanches are unlikely except in isolated pockets on steep snow-covered open slopes and gullies. Backcountry travel is generally safe.

**MODERATE AVALANCHE HAZARD.** Areas of unstable snow. Avalanches are very possible on steep, snow-covered open slopes and gullies. Backcountry travelers should use caution.

**HIGH AVALANCHE HAZARD.** Mostly unstable snow. Avalanches are likely on steep, snow-covered open slopes and gullies. Backcountry travel is not recommended.

**EXTREME AVALANCHE HAZARD.** Widespread areas of unstable snow. Avalanches are certain on some steep snow-covered open slopes and gullies. Large destructive avalanches are possible. Backcountry travel should be avoided.

Perhaps the best source of information about skiing conditions is people who have just been there, including yourself. Keep in mind that conditions change rapidly. This morning's powder can turn to mush overnight. Keep a notebook of your tours, including location, weather, and snow conditions.

## OTHER HAZARDS

### Equipment Failure

Ski or snowshoe touring equipment is simple, requires little maintenance, but does demand respect. Before each trip, check your bindings, boots, poles, and skis. Are any screws loose? Carry a repair kit and know how to use it. It's tough work walking in deep snow while you carry your broken equipment.

## What to do when the ski base ices up

Icing up occurs when moisture penetrates the pores of the ski base material, then freezes. This moisture may come from the snow surface itself or from when the skis were on top of the car. As you ski, a small patch usually grows in size and depth making forward travel a pain. Scraping off the icy patches helps. Even then, however, the base will probably continue to ice up as you ski. To prevent further icing up, apply paraffin or cross country glide wax.

## Terrain Difficulties

Be aware of some not so obvious winter landscape hazards: tree wells, moats, cornices, snow bridges over streams, snow bombs on warm tree tops and partially buried tree limbs.

## The Unexpected Bivouac

Darkness comes early during the winter months. Know when it gets dark and do some things to ensure your chances of returning to the car before then.

The leader should leave a trip itinerary with a responsible adult. This includes the route, destination, expected return time, names and phone numbers of party members. Give the responsible adult's phone number to your loved one(s). Make certain they understand there must be some leeway in the expected return time.

The group should agree to a turnaround time before leaving the parking lot. Do not be afraid to alter the day's objective if time runs short. Allow some time for emergencies.

Carry the right map and a compass. Know how to use them. Do not blindly follow the leader. Leaders do get lost. As the tour progresses, keep track of your location and check your determination with the leader. Make a mental note of landmarks and the lay of the land.

Plan ahead what you would do if you have to bivouac unexpectedly. Your ten essentials and shelter from the elements are critical to your party's survival.

If it happens, do not panic. Be positive and work together. Pool your resources and use all the emergency gear that you have been carrying around.

## COLD WEATHER AILMENTS

### Hypothermia

Hypothermia occurs when a person's body temperature falls below a level that permits proper mental and physical functioning. Hypothermia can strike anywhere we travel. The insidious nature of hypothermia is its absence of warning to the victim. As its severity increases, chilling reaches his brain, depriving him of the judgment and reasoning power to recognize his own condition. Without recognition of symptoms by a companion and treatment, this vicious cycle leads to stupor, collapse, and death.

Prevention: Reduce heat loss by sheltering yourself from the wind, staying as dry as possible, and insulating yourself from the cold. Eat snacks and drink liquids frequently to replenish your energy reserves. Do not over exert yourself. Match your conditioning with the anticipated demands of the trip.

Symptoms of hypothermia include:

- Mild - shivering, complaints of cold, difficulty using hands, psychological withdrawal and apathy.
- Moderate - uncontrollable shivering, slurred speech, stumbling.
- Severe - shivering stops, unresponsiveness, physical collapse.

### Treatment

End exposure to wet and cold. Put on more clothes and replace wet clothing with dry. Offer warm liquids or food only if fully conscious. Avoid exercise and

treat very gently in cases of moderate to severe hypothermia.

### Frostbite

Frostbite is the freezing of your body tissues and is caused by constriction of surface blood vessels. Hands and feet are most commonly affected, but nose and ears are also susceptible.

Prevention: Wear head protection, mittens rather than gloves, and extra socks. Do not wear constricting clothing. Warm a cold part by placing it against a warm body part. Exercise, especially of the fingers and toes, is helpful. Avoid alcohol and tobacco before and during exposure.

In superficial frostbite, the skin appears pale, grayish-white, hard and frozen. The deeper tissues remain soft. Pain is usually felt early but later subsides. The part feels intensely cold or numb. In deep frostbite, the underlying tissues as well as the skin are hard. The area has no feeling.

Immediate first aid for superficial frostbite: Cover with dry, insulating, wind-proof material to protect from further freezing. Place a warm body part next to the frozen area, applying firm, steady pressure.

Do not attempt to thaw deep frostbite in the field. Protect from further freezing and give victim plenty of fluids. Evacuate and obtain medical assistance as soon as possible.

Do not rub or massage either superficial or deep frostbite. It increases the risk of tissue death (gangrene).

### Snowblindness

When the eye is over exposed to ultraviolet radiation, snow blindness results. Like sunburn, the soreness shows up eight to twelve hours later. The eyes feel irritated, dry, and "full of sand". Cold compresses and bandages give some relief. If you are on snow for an hour or more, wear goggles or sunglasses that transmit very little UV light. The frames of sunglasses should

have side-shields to reduce the light that reaches the eyes. *Fashionable sunglasses used for driving do not provide adequate protection.*

### Blisters

If you feel a "hot spot" developing, stop immediately and take a look. If you do not stop, a blister is sure to result. Cover the "hot spot" with adhesive tape or moleskin. If you have a chronic spot that gives you trouble, apply moleskin before you ski. Once a blister forms, apply a donut-shaped piece of mole-foam around the bubble. This keeps the pressure off the blister.

### Sunburn

Snow travel can result in severe sunburns. Even a cloudy day can cause a bad burn. Light weight hats or scarves/handkerchiefs about the head, long sleeved shirts and sun-blocks provide protection from the sun. Choose a sun-block that will not dissolve in perspiration or rub off easily. Re-apply it periodically.

### Dehydration

It may be cold, but you will be working hard and perspiring. You are likely to lose a lot more liquid than you expected. Thirst is not an adequate indicator of the need for water, so don't wait until you are thirsty to take a drink.

## TOURING WITH THE OLYMPIA MOUNTAINEERS

### Sign Up Procedures for Scheduled Tours

Call the leader at least five days in advance. Calling later may be too late. State that you are a student in the cross country ski course. Discuss the tour's objective, skill and conditioning level, and equipment requirements. As we encourage carpooling, please tell the leader if you will drive or ride. Cancel immediately if your plans change. This may allow someone else to go.

## Finding Trips

For Mountaineer members, most X-C ski and snowshoe trips will be listed in the Mountaineer's bulletin. You can find trips that didn't make it in the bulletin on the Olympia Branch web site at [www.olympiamountaineers.org](http://www.olympiamountaineers.org). Trips with other branches outside the bulletin can be found at [www.mountaineers.org](http://www.mountaineers.org).

## Carpooling

A popular carpooling site in the Olympia area include the Martin Way Park & Ride lot.

## Drivers

You should carry these essential items for winter driving:

- Snow chains (make sure they fit)
- Shovel for digging out the car after the tour.
- Old gloves for working with chains
- Pad or mat to lie on when installing and removing chains
- Window scraper
- Antifreeze to 10° F
- Jumper cables
- Can of de-icer for locks and windows

## Passengers

You are expected to share in the cost of driving. The Club policy stipulates each passenger pay 8¢ per mile on club trips. This fee helps cover other costs besides gas. Passengers should offer to pay rather than waiting for the driver to ask for the money. Typical rider fees are \$13.00 to Paradise, Snoqualmie Pass, or Crystal Mountain; \$17.00 to White Pass; and \$18.00 to Stevens Pass. Figure 12¢ a mile.

## Skill Levels for Ski Trips

The Olympia Mountaineers use a ski trip rating system based on one presented in *Cross Country Ski Tours 1 & 2, Washington's North Cascades and South Cascades and Olympics* published by The Mountaineers. Use the rating system as a general guide for

assessing the skill level required for the trip. Remember, the difficulty of a ski trip partly depends on the unpredictable snow and weather conditions.

### *Basic*

No skill requirement. Anyone can have fun the very first time on skis. Generally, these trips are in open meadows, valley bottoms, or on fairly flat logging roads. Elevation gain per mile is 400 feet or less, 4 to 8 miles round trip with very little avalanche hazard.

Example: Reflection Lake,  
Yellow Jacket Road,  
White Pass Lake,  
Kachelus Lake.

### *Intermediate*

The minimum skills required are those taught in this course, namely, traverse, herringbone, kick turn, snowplow turn, and simple stopping techniques such as pole dragging, snowplow, sitting down, and a good sense of humor. Generally, these trips may be on steeper logging roads, marked Forest Service loops, or off-road sidetrips and descents. Elevation gain of approximately 400 feet to 800 feet per mile, 5 to 20 mile tours with moderate avalanche exposure.

Example: Red Top Mt. Overlook,  
Sand Lake,  
Hurricane Hill Ridge  
Road.

### *Advanced*

The minimum skills required are full control of skis at all times, telemark or comparable turn, and quick stops. Some advance trips require routefinding and avalanche evaluation skills. Trips at this level include steep, narrow logging roads, summer hiking trails, and backcountry routes. Elevation gain of 800 feet or more per mile and high avalanche exposure in unstable conditions.

Example: Tatoosh Range,  
Mazama Ridge,  
Hogback Mt.

### *Mountaineer*

In addition to the advanced skill level, safe skiers are competent in evaluating snow, avalanche, and weather conditions. They possess winter camping, winter survival, and mountaineering skills. Some trips mandate the Basic Climbing class or equivalency. Skins, ice axe, or crampons may be required by the leader.

Example: Camp Muir,  
Bullion Basin,  
Green Mt.,  
Silver Peak.

## Conduct on Tours

When on any Mountaineers trip, the leader is in charge of the group. Your first responsibility is to the group. Stay with the group and do not wander off. The length of most tours is unpredictable, so it is not a good idea to plan anything for the evening after a tour. Do not leave after a tour until everyone has returned to the parking lot or the leader gives permission.

During the day you may be asked to break trail. This is a task that can be tiring in deep snow and is normally rotated among all party members. When breaking trail, switch your position before you become overheated or exhausted. It is much better to change the lead frequently and is often done at ten to twenty minute intervals.

You are responsible for having all your equipment in good working order and ready to go before you reach the trail head. If you have waxable skis, have them ready to go except for adding the day's wax. The leader has the option to refuse to allow improperly equipped or insufficiently skilled people to go on the trip.

## OTHER INFORMATION

### Equipment Suppliers

When looking for new ski equipment, avoid stores that just happen to have a row of cross-country skis in stock. Stores that have a special cross-country department and employees who enjoy cross-country skiing will be able to serve you better. Some stores may offer discounts to students of this class. Let the store know you are taking this course and ask if they will offer you a discount.

The following is a partial list of the stores that rent and sell cross country and outdoor equipment. Reserve your rentals in advance.

MARMOT MOUNTAIN WORKS  
827 Bellevue Way NE  
Bellevue ---- 425-453-1515

OLYMPIC OUTFITTERS  
407 E. 4th St.  
Olympia ---- 360-943-1114

REI  
625 Blacklake Blvd SW  
Olympia ---- 360-786-1938

REI  
3825 S Steele St  
Tacoma ---- 253-671-1938

ALPINE EXPERIENCE  
408 Olympia Ave  
Olympia ---- 360-956-1699

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## PASS CONDITIONS AND AVALANCHE TELEPHONE NUMBERS

Olympics	360-565-3131	DOT Road & Pass Report	511
Snoqualmie Pass, USFS	425-888-1421	Northwest Avalanche Center	206-526-6677
Mt. Baker, USFS	800-627-0062	DOT Internet Home Page	<a href="http://www.wsdot.wa.gov">www.wsdot.wa.gov</a>
Mt. Rainier NP	360-569-2211x3314	DOT Internet Home Page	<a href="http://www.wsdot.wa.gov">www.wsdot.wa.gov</a>
Darrington RS	360-436-1155	Northwest Avalanche Center	<a href="http://www.nwac.us">www.nwac.us</a>
Hood and SW Wash	503-221-2400	Rainier National Park	<a href="http://www.nps.gov/mora/">www.nps.gov/mora/</a>
Stevens Pass, USFS	360-677-2414	Olympic National Park	<a href="http://www.nps.gov/olym/home.htm">www.nps.gov/olym/home.htm</a>

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## SUGGESTED READING FROM THE MOUNTAINEERS

Bein, Vic, **Mountain Skiing**

Burgdorfer, Rainer, **Backcountry Skiing in Washington's Cascades**

Kirkendall, Tom, & Spring, Vicky, **Cross Country Ski Tours 1, Washington's North Cascades**

Kirkendall, Tom, & Spring, Vicky, **Cross Country Ski Tours 2, Washington's South Cascades and Olympics**

LaChappelle, Edward R., **The ABCs of Avalanche Safety**

Lenz, Martha, Steven Macdonald and Jan Carline, **Mountaineering First Aid: A Guide to Accident Response and First Aid Care**

Graydon, Don, ed., **Mountaineering: The Freedom of the Hills**

Vielbig, Klindt, **Cross Country Ski Routes of Oregon's Cascades**

Wilkerson, James A., ed., **Hypothermia, Frostbite, & Other Cold Injuries: Prevention, Recognition, Pre-Hospital Treatment**

Prater, Gene, **Snowshoeing**

# REQUEST TO GRADUATE

CROSS COUNTRY SKI COURSE 2012  
OLYMPIA MOUNTAINEERS

When you have completed all the requirements of the 2012 Cross Country Ski Course, fill out and mail this form by April 30, 2012 to:

**Judson Lang**  
**2120 E. Bay Drive NE**  
**Olympia, WA 98506**

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

I am applying to the Winter Travel Committee for graduation from the Cross Country Ski Course.

I have met the following requirements:

1. Attended all lectures
2. Completed the field trip.
3. Completed the following two ski trips: [Give name of trip, skill level (B,I,A, or M), date and leader's name.]

a. \_\_\_\_\_  
\_\_\_\_\_

b. \_\_\_\_\_  
\_\_\_\_\_

4. I'm a current Mountaineer member in good standing.

5. Have submitted this form to Judson Lang by April 30, 2012

\_\_\_\_\_  
Signature

11

\_\_\_\_\_  
Date

# REQUEST TO GRADUATE

SNOWSHOEING COURSE 2012  
OLYMPIA MOUNTAINEERS

When you have completed all the requirements of the 2012 Snowshoeing Course, fill out and mail this form by April 30, 2012 to:

**Judson Lang**  
**2120 E. Bay Drive NE**  
**Olympia, WA 98506**

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

I am applying to the Winter Travel Committee for graduation from the Snowshoeing Course.

I have met the following requirements:

1. Attended all lectures
2. Completed the field trip.
3. Completed the following two snowshoeing trips:

a. \_\_\_\_\_  
\_\_\_\_\_

b. \_\_\_\_\_  
\_\_\_\_\_

4. I'm a current Mountaineer member in good standing.

5. Have submitted this form to Tom Keller by April 30, 2012.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date