



Kootenay Mountaineer

The KMC Newsletter

March-April 2009

Issue 2

Next deadline: May 21st

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(Don Lyon submissions)

Rogers Pass access issue

Due to skier conflicts with Canadian Pacific Railway trains, skiers can no longer ski or ride in the following

areas at Rogers Pass in Glacier National Park, BC - Shaughnessy, Tupper, Ross Peak, Smart and Fortitude. Crossing into Flat Creek is also an infraction. This makes up 5 of the 11 permit areas at Rogers Pass. Glacier National Park is trying to work out a solution to the problem, and skiers need to provide input to Park officials. Find out more and how you can help at <https://admin.alpineclubofcanada.ca/link/to/1014-70169-47-02>

Rogers Pass access update

Parks Canada and backcountry skiers have established a new access trail to Ross Peak, one of the backcountry ski areas where access was recently closed by CP Rail. There are still many more areas that have been closed by CP Rail at Rogers Pass. Please give your input to Parks Canada to help find a solution. Find out more at <https://admin.alpineclubofcanada.ca/link/to/1073-70169-15-02>

Skaha parking on Easter weekend

The BC government has not yet budgeted for overflow parking at the new parking lot for Skaha near Penticton. The new main parking lot holds approximately 100 cars, and there is currently no parking fee in place. The government needs to see that additional parking is going to be required, so climbers are encouraged to come to Skaha on the Easter weekend, but be ! aware that parking could be an inconvenience if you don't get into the main lot.. Locals will be directing traffic to maximize parking. Read more at <https://admin.alpineclubofcanada.ca/link/to/1072-70169-15-02>

To all KMC Members

Our Waiver policy has changed

a.) **Waivers for Members, are signed on the "Membership Form", and covers all club trips. A Special Waiver may be required for camp trips (Kokanee, Hiking Camp, Climbing Camp, Wapta, etc.).**

b.) **The Trip Registration Sheet has had any reference of a waiver removed.**

c.) **Waivers for Non-Members are covered by the " KMC Waiver Form " and has to be signed before participating in any club trip. Trip Coordinators should have some forms with them at the trailhead.**

I have just updated the KMC web site so trip coordinators do not have to search the web site for the necessary forms.

On the left navigation bar, a new link has been configured - " Club Forms " -Under this Link the Trip Coordinators can access the following Forms:

1. KMC Waiver Form
2. Emergency Event Guidelines
3. Trip Registration Sheet (List)
4. Member Responsibilities
5. Trip Coordinator Responsibilities

If you have any questions regarding accessing these forms, please contact me, Norman Truant, Website Director.

For your convenience, those forms are enclosed inside this newsletter.

Note: The Emergency Event Guidelines is the bright orange page (the last page) of your Jan-Feb. newsletter

Please bring the forms when you go on outings!

April Mountain School Tech Tips: Safe Spring Snow Scrambling

Ski season is ending, and spring hiking season is beginning. At this time of year, most trips will involve considerable amounts of hiking over snow covered slopes. Like every outdoor sport, snow hiking/scrambling comes with its own unique set of risks. The most frequent two are (1) slips, slides, or falls on snow (aka “the involuntary glissade”) and (2) avalanches.

Slips and falls on snow are the leading cause of mountain accidents in Canada and the US. Also known as the “involuntary glissade”, a simple slip, unarrested, can result in long, nasty slides frequently ending with the unfortunate “glissader” wrapped around a tree, rock, boulder, or simply lying in a broken heap at the bottom of the slope. Injuries may range from some nasty “road-rash” type skin abrasions to serious and life-threatening injuries. As always, prevention is better than cure.

Here are a few tips to help you avoid the “involuntary glissade”:

1. Carry and use an appropriately sized (for you) ice axe. For most purposes, an ice axe the correct length will brush your ankle bone when you hold the head in your hand.
2. Get your ice axe off your pack and into your hand as soon as you start walking on snow. Don't wait until you've taken a tumble or a paralyzed with fear on a steep icy slope.
3. Always, but always, carry the axe in your uphill hand.
4. A solid self-belay with your ice axe is the first line of defense. Learn the correct way to use your ice axe to get a bomber self belay with every step. If you don't know how to do this – come to the annual KMC spring snow review and learn how. It's always announced on the email list and is in either late April or early May.
5. If you do slip, self-arrest **immediately**. If you don't know how to self-arrest, learn; if you do know, practice occasionally. Another good reason to come to the spring snow review.
6. Dress appropriately. Gloves are a must, and you should seriously consider a long sleeved shirt and trousers. I've seen some very nasty and painful “road rash” type abrasions on “involuntary glissaders.” You might even want to wear a helmet – you wear one skiing don't you?
7. Wear the stiffest sole boots you have available. They kick better, more secure steps.
8. Speaking of steps, when you kick them angle them **into** the slope. They are more secure and offer some protection from slips.
9. If you are glissading intentionally, check the run-out before you start, and make sure you can stop when you need to.

Typical spring/summer avalanches are caused by the failure of bonds within the snowpack as daytime heat penetrates the snowpack and reduces its strength resulting in wet snow slides. These wet snow slides tend to move more slowly than dry slab avalanches, but they can be just as dangerous. Wet snow is water saturated, dense and heavy. A relatively small wet slide is often enough to knock a hiker off their feet and carry them down, perhaps snapping the odd bone or tearing a tendon or two along the way, or just carrying a hiker into or over a terrain trap.

Again, prevention beats all. Here are some things you might want to consider to help you avoid wet snow avalanches:

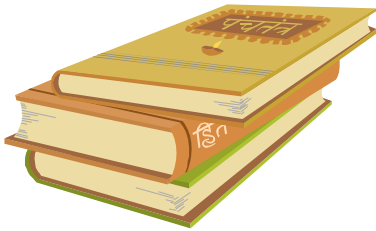
1. Plan to be off steep slopes early. Get an early start and finish the day before slopes become dangerously overheated.
2. Make use of some of the rules of thumb for determining how wet is too wet. If you are sinking from boot-top to mid-calf, the snowpack has lost strength and is becoming dangerously weak. Now is the time to get off steep slopes (over 30 degrees).
3. Don't forget to look up. Most wet slides occur naturally, so don't linger or congregate under steep slopes. Regroup or rest in safe locations well away from overhead hazards.
4. Give cornices a wide berth. On ridges, stay well back. When cornices fail, they often pull away well back over the tops of ridge-lines. Avoid exposure to overhead cornices too. Choose routes that avoid overhead exposure and don't gather up below corniced slopes.
5. Remember that winter like snow conditions can, and frequently do, persist into spring. Buried weak layers like surface hoars and facet layers can last well into spring (and infrequently, summer), and sudden spring snow storms can cause fresh snow avalanches similar to those that occur in winter.

As usual, this column sounds like a recipe for doom and gloom, if the snow slip doesn't get you the avalanche will. But, of course, in reality, a little good planning can make for a fun, safe and enjoyable outing. After all, the devils club, slide alder, tangled thickets of rhododendron and tedious boulder fields are well covered by a smooth blanket of snow and travel can be fast and easy. Plus, there's that great glissade at the end of the day.

STEPHEN MICHAEL HORVATH (1946-2008)

KMC members were shocked during the summer of 2008 to learn that long-time club member Steve Horvath had perished on July 31st during a climbing accident in the Moloch Group of the Northern Selkirks. Steve joined the club in the early 1970s after he and wife Luba moved to Trail. He participated in many climbing camps and served as trip leader on club climbing and ski mountaineering trips. His climbing career began when he became active in cragging during his teenaged years in his native Czechoslovakia. Among his many accomplishments in Canada's mountains are a number of ascents he shared with Paul Allen: east ridge of Mt. Temple; the first ascent of the north face of Little Dag (IV, 5.8, 22 pitches); first ascent of the east face of Mt. Proteus in the Battle Range (D+, 5.8, 22 pitches); and first ascent of The Thumbnail on Thumb Spire in the Battle Range (Horvath, Allen & Robyn Laytham, D+, 5.8). As well, he made 11 ascents of the SSE ridge of Mt. Gimli in the Valhallas. Outside of Canada, Steve made an ascent of Denali in Alaska and was on the 1982 Canadian Himalayan expedition to Mount Tilicho. In recent years, he had been active at ski mountaineering camps at the Blanket Glacier, Frenchmans Cap, the Albert Icefields, and the Lyell Icefield. Steve's renown extended well beyond the West Kootenay: he was a frequent contributor to the Canadian Alpine Journal and was well-known in the western Canadian climbing community. Husband, father, friend—he is sorely missed by all who knew and loved him.

Kim Kratky



Chic Scott would like to invite you to the launch of his new book,

“Deep Powder and Steep Rock, the Life of Mountain Guide Hans Gmoser”.

Three years in the making this is the story of a remarkable man who played a major role in creating our Canadian mountain culture.

Where: Mount Norquay Ski Lodge

When: Saturday May 9, 2009 from 7:00 pm to 1:00 am

Nibblies will be on the table and there will be a cash bar.

A bus service will run all evening from Banff (behind the Mount Royal Hotel) to Mount Norquay. Buses will leave Banff every hour on the hour from 7:00 pm to 1:00 am and return to Banff on the half hours.

The book will be on sale for \$50 plus GST. MC and VISA accepted. If you can't make the party books can be purchased from Chic Scott at:

Chic Scott,

Box 1653, Banff, AB, Canada T1L 1B5

Phone: 403-763-7296 email: chic_scott@hotmail.com

Hans Gmoser's story is the quintessential North American rags-to-riches tale. After hard years growing up in Austria during the second world war and the long occupation afterwards Gmoser came to Canada at 19 years of age, almost penniless and speaking little English; 20 years later he was leading prime ministers and kings and queens on Alpine adventures. The founder of the sport of heli-skiing, Gmoser ended his career as a sort of “Mountain King” himself. Admired for his toughness, his determination and his loyalty to friends, few mountaineers have had as dramatic a life as Hans Gmoser, and few have ever known his success.

Anyone who loves the mountains will love this book.

- Nancy Green Raine, Olympic Ski Champion, and Canada's Female Athlete of the 20th Century

Chic Scott has handed us a superb telling of Hans Gmoser's life and I commend him, for this was a daunting task. Many mountain guides live large and adventurously; Hans Gmoser lived larger than any of us, one of the truly great lives of the 20th century.

- Barry Blanchard, Mountain Guide and Alpinist.

Club Trip Reports

Wandering around the base of Mt. Crowe.

December 7th, 2008

With barely any snow cover the day prior to this outing, we thought it looked like a late season hike. However, overnight The Man Above delivered about an inch of the fresh, soft white stuff, and we had a winter trip.

Six of us met at the Strawberry Pass Summit in brilliant sunshine and headed along the base of Crowe in a northerly direction. On rock, ice and snow we made our way on logging roads, old trails, up through clear cuts, across running water, and the inevitable bush, out to the Viewpoint Cabin. We enjoyed our lunch with a nice warm fire then returned to our vehicles along other roads and trails.

Thanks for your great company, Vicki, Curt (snowshoes), Terri, Bob, Dave and Jill (skis). Jill Watson, coordinator.

Copper, Not Qua, February 7th

My club trip was scheduled to make use of the new ski touring rules at Whitewater, and go to Qua Peak at the head of Qua Creek. After an extended period of very dangerous avi conditions, things had calmed down enough in time for my trip to go, but ... south slopes had been absolutely hammered by sun and heat. I was not looking forward to the long descent into Qua Creek on a nasty breakable crust, nor was I stoked about the windslab expected in the upper Qua Bowl, and the anticipated wallow fest on the summit ridge in this low snow year wasn't exactly appealing either. I was beginning to whine even before the trip had begun.

Kratky-san, who runs the West Kootenay conditions report hotline, told me a few days before my scheduled trip that the Rover Creek FSR was plowed this winter. So, two days before my trip, Sandra and I did a recce up Rover, and found good conditions and an interesting route to Copper Mountain. And so it was that my trip destination was changed to Copper.

Early on Saturday February 7, six of us drove 15 km up the Upper Rover road and parked at a convenient plowed spot at the bottom of a cut block. In easy trail-breaking conditions, we set off from the trucks following a traversing NE-trending route at the bottom of the cutblock and then entered the thick forest and contoured around the headwaters of Rover Creek. To get this route right, you really have to thread the needle as it is steep below and steep above: a bit of up and down is inevitable. A 50 m drop brought us to the open flats at 701727 (~1720m) where we picked up Sandra's and my track from Thursday. We followed our track to the saddle between Connor and Copper, where we had a recess in the warm sun.

We continued on, making our way up to the crest of the SW ridge of Copper - a little tricky in the bumpy terrain with poor visibility in the forest. The final climb to the ridge crest isn't too bad, but not a place to be in high hazard. The final ascent up the ridge was a stroll in splendid surroundings and beautiful weather. The last of us reached the top at about 11:15, 3 hours from the truck.

The wind was calm on the summit of Copper, so we had a leisurely lunch in the sun. Eventually we headed back down the ridge which was a moderately unpleasant combination of rocks, ice, wind pillows, and facets on crust.

From the point where we gained the ridge, we descended down the fall line (reasonable snow, trees a bit thick) until we were near Erie Creek. On went the skins, and we cruised up the east ridge of Connor to a secret location and launched down some most delightful north-facing glades in very user friendly faceted snow. So much fun was had, we felt compelled to go back up and do it again. After another fine run, we followed another of Sandy's and my uptracks back up to north ridge of Connor.

The sun was getting low in the sky, setting the mountains alight, as we headed down the ridge towards the trucks: glades and nice snow, then ferociously thick new growth, and finally the sweet finish in the cut block.

We were: Dwain Boyer, Maurice De St Jorre, Micha Forestell, Jen Kyler, Sandy McGuinness and me, Doug Brown.

Bear Hollow, Sunday February 8th

Twelve of us met at Strawberry Pass Summit and with a variety of skis, some cross country touring, and some alpine touring, we headed in a northerly direction around the base of Mt. Crowe. The sun was high and we were beaming, it was all so beautiful. As we reached the lower shoulder of the NW ridge we swung right around into the next valley, climbed a clear cut and heard many whoops of delight from those ahead making a few turns. The route took us into the dark cool forest and we eventually came to the very tiny Bear Hollow hut. After a meeting of the minds (with no emails), we came to a democratic decision. Some would stay at the hut and get the fire going and the rest of us would climb the saddle connecting Mt. Neptune and Mt. Crowe. It took about half an hour to reach the top as there was some heavy duty trail breaking. The ski back down to the hut was great. The forest in this area is interesting, with enormous trees. After regrouping and having lunch we headed back out and climbed the shoulder clear cut. The skiing was fabulous. We then came across Dave, Larry and Barb, also out for some Vitamin D. On our way to the cars, we couldn't resist 2 more clear cuts where again the skiing was excellent, then hiked back out to the highway. Of interest we climbed 2600 feet, a full day. It had been awhile since I had seen so many happy, smiling faces. Thanks to you all.

Annie, Caroline, Colleen, Diane, Terri, Vicki, Bob, Curt, Dave, Gary, Roy and Jill Watson (coordinator)

Moose Cabin, February 21st

We were blessed with a sunny, warm day with good snow conditions. The trip into the cabin was uneventful but very pleasant. Hazel got a fire going quickly. As we dried out and ate lunch we were entertained or entertained 8 month old Anna who had ridden in on her father's shoulders. While at the cabin most decided to complete the loop to Beaver Cabin and Nancy Greene Lake while two agreed to go back to the trailhead

to shuttle vehicles. Many photos were taken of the old growth forest and beaver ponds along the route.

We were Vivian Baumgartner, Bobbie Maras, Andrew Murray, Sarah Murray, Anna Murray, Sylvia Smith, Muriel Walton, John Walton plus Ed and Hazel Beynon, coordinators.

Day Four of the Bonnington Traverse: Copper Mountain Area to Barrett Lake

On Saturday, February 21st, a small group of six skied the route of the final day of the Bonnington Traverse, using plowed roads in the Rover-Snowwater drainage to access Copper Mountain area. With help from Matt Walton, Doug Brown and Jocelyne Martin – who lent us her truck – we put a car shuttle in on Friday afternoon to save time on Saturday morning. Saturday morning we met at 6.30 am at the bottom of Rover-Snowwater FSR and, leaving one car at the bottom, drove up the road to km 15 in two trucks – one powered by vegetable oil! It was about 7.30 am when we got started skiing and cold on the north side of Mount Connor. We followed the route Doug and I had put in a couple of weekends before to the broad saddle between Connor and Copper Mountains where we stopped for our first – 10 minute only – snack break.

After about 10 or 15 minutes, we continued on, still following our old track and climbing gradually until we crested the west ridge of Copper Mountain and got out into the sunshine. We were lucky to have incredible weather for this tour, the sky was that incredible deep blue colour that you sometimes get in winter. I gave everyone a brief orientation on where our route lay from here, where the Copper and Steed Cabins are and also pointed out various options on the standard Bonnington Traverse route.

From our point on the west ridge of Copper Mountain we traversed, basically holding our elevation but descending a short distance at first, all the way across this big west facing basin until we were able to ski a few metres up to gain the ridge south of Copper Mountain and meet, for the first time that day, the standard Bonnington Traverse route. We had another 10 minute stop on the ridge here and then carried on. I'd checked my watch and we were pretty much right on the amount of time I'd allowed for this section, so we just had to keep plugging away at this steady pace.

From here on, the traverse route lies entirely on the ridge line and crosses over the summits of two small unnamed peaks as well as Territory, Colony and Empire Peaks. The views, particularly on such a wonderfully clear day are stunning – as one person commented, both the Kokanee and Valhalla Ranges seem incredibly close.

We had two or three ups and downs before we reached the top of Territory Peak. The skiing up the final ridge of Territory can be tricky in icy conditions as the ridge is narrow and wind-rolled, but our conditions were about as good as the weather, plus we had a well broken and graded trail to follow, so we easily made it to the top of Territory Peak for lunch. We had about as nice a lunch stop as you can ever hope to have, and after a half hour or so, put our skis back on and carried on. The next peak you ski up is Colony Peak, and despite lots of big wind rolls, it is pretty easy skiing to the top of Colony, and we arrived soon enough.

The section from Colony to Empire Peaks requires one

short section of boot-packing, the exact length depending on how comfortable you feel skiing on a relatively narrow ridge crest.

Skiing down the south ridge of Colony is a little tricky, as again, it is a relatively narrow ridge. You can bail off the skis at any point you want here and switch to bootpacking, and some people switched to boots before reaching the low point, but most of us, made the low point and a short distance along the flat section before taking our skis off and attaching them to our packs. Doug, showing great fortitude, skied virtually the whole ridge section, only removing his skis for perhaps 5 metres. As we'd had a good skin track, we also had good steps kicked in by parties before us and everyone, even those who'd never boot-packed before made it across and up onto the north ridge of Empire Peak, where we could put skis back on, without difficulty.

I arrived at the top of Empire Peak right on 2.00 pm, so far we'd been skiing for 4.5 hours and had covered all the uphill sections. All that remained was the ski down to Barrett Lake and out to the highway on the well sled packed Barrett Creek FSR. Our final high point of the day called for another half hour rest stop. From our vantage point, we could watch the sledders practice natural selection as they highmarked in the steep, avalanche prone 40 degree bowl on the north side of Dominion Mountain.

Some time near 2.45 pm, I finally roused the gang and we began our descent. The descent from Empire Peak is southeast facing and, after lots of hot sunny weather, sporting a robust breakable crust, so it took some time to get the entire group down. Jeff, on his big fat heavy skis – and undoubtedly a better skier than me – made it look easy, but most of us contented ourselves with making turns where the surface crust allowed, but kick-turning, side-slipping and traversing the crusty sections. Doug and I have really light skis which mean we can travel fast and far on ski tours, but they really do suck in breakable crust, as they just bounce off the surface.

After a while, we were all down on the road, and, I brought up the rear as we started hurtling downhill on the heavily traveled road. I was able to push my heels out and settle my weight back and hold a completely effortless snow plow the entire way, but other people were making short, sharp radius turns all the way down.

Eventually, we reached the Huckleberry junction, where we had reached the half-way mark for the road skiing and it does get easier (less steep) below. There were still quite a few rests required on the last six kilometres, but they were all pretty short and at 4.00 pm, just 8.5 hours after leaving Upper Rover FSR we coasted out into the parking lot.

Thanks to my helpers on the car shuttle, Matt Walton and Doug Brown, as well as Jocelyne Martin for the loan of a pickup truck. Also to Joanne Stinson, and Jeff Keith for being such good company on a wonderful day out.

Coordinator: Sandra McGuinness, team: Doug Brown, Jeff Keith, Jocelyne Martin, Joanne Stinson, and Matt Walton.

Mt Beattie, February 22nd

Three of us set out to snowshoe Mt. Beattie. The day started out bright and sunny. We got onto the Whitewater cross-country ski trails, then headed up the mountain to summit

Beattie in about 3 hours. As this was a learning opportunity for the novice trip leader, it was a great experience in learning to combine contour maps and a compass to make sure we were always going in the correct direction. Sandra was a fabulous teacher, and Vicki an experienced co-snowshoer (who really wanted to be on skis). It was a relaxed day with a 500 metre elevation gain. By the time we returned to the car, at about 2:30, the sky was overcast and preparing to snow. We didn't see any other adventurers during our hike.

We were Vicki Hart, Sandra McGuinness and P'nina Shames, three ladies in search of a summit!!

Gem Hill, February 27th

Six women met at a non-existent pull out on Hwy 3, just east of the 3/3B junction, near some heavy equipment on the north side of the highway, to first dig out a parking space, then to don snowshoes and skis, so that we could make our way through knee deep snow (for the snowshoers) for several kms. We followed logging roads, wended our way through cut blocks that afforded some interesting views. Eventually, we summited a knob which was north of Gem Hill, and not quite as high. The snow was cranky and there were many cracks and whoomphs, indicating potential slide conditions, had we been on steep terrain. We did see a good example of a very small break away snow slab. Our elevation gain was about 400 metres. Two of us wanted to summit the higher knob, but we were outvoted by the others. As we felt it best to all stick together, it was decided to make another trip to reach the true summit sometime in the future. The day was alternating sun and overcast, very pleasant. Our time out was about 5 hours.

We were Vicki Hart, Sandra McGuinness, Carol Potasnyk, Andrea Vowell, Miriam Williams, and myself P'nina Shames.

The Wednesday Women's Walkabout to White Queen, March 4th

Lots of new snow around the Nelson Range in the last week or so, left us with lots of options for a good tour. In fact, I had so many options, I had trouble deciding, but, in the end, I settled on White Queen accessed from the north side through the West Arm Provincial Park. I really like this route up White Queen, as you cruise through the marsh between White Queen and Beattie and ski up the north ridge which offers a completely avalanche hazard free route to the summit. The only thing you have to do is set your up track to the marsh, without any downhill sections, because when you come back with skins off, you just want to cruise out.

We set off at about 8.45 am and actually had virtually no trail breaking as Doug and I had set a good track up the day before and we only had to rebreak the last 10 cm of snow. We got to the top of White Queen somewhere around 11.00 (I think?) and, passed on our planned summit snack because some slack-country tourers from the hill had shown up and we wanted to get first tracks down. We had a wonderful ski down to the marsh on very creamy snow, and had our lunch at the bottom.

In fact, such a nice ski that we did it again, this time from a spot of the northeast ridge of White Queen.

Back up again, and this time we skied a true north run down towards 5 Mile Creek. This can be a long run but there is one steep section you must ski through and I didn't think snow stability was good enough to ski that pitch, so we stopped above the steep section. Back up for the last time and this time we skied what I call the boulder run because it cuts through a large boulder field on the north side of White Queen, and, if you've set your up track right, you pop right out onto it and ski home. Which we did.

Thanks to my companions for an excellent day of skiing and great company.

Coordinator: Sandra McGuinness, fellow skiers: Anita D'Onghia, Linda Johannson, Jen Kyler.

Mt. Lepsoe, March 21st

The ski trip for March 21 was advertised as a hike up Mt. Kirkup, and everything was looking good. I had done a recce earlier in the week.

There was good powder, and a Rutschblock test near the bottom of the big slopes gave a very stable reading, at least where we dug the pit, so all was a go. Then the warm weather came; rain in Rossland, pinwheels coming down the slopes from snow falling out of the trees, and I was getting a bit nervous about this hike with its big upper fields. I changed the hike location to Mt. Lepsoe with a route all the way up through the trees, to reduce the risk a bit. Eight of us met at the Nancy Greene Summit, and skinned up an easy line past the Barking Spider cabin. I was having a bit of trouble finding the east ridge that I wanted, so we started a steeper climb up the mountain.

It's always nice checking out new territory, and we passed lots of great ski terrain that we'll have to come back to another day. As it got steeper, and through a bit of miscommunication, Ken and I found ourselves traveling without the rest of our crew. Somehow I'd "lost" 6 members of our team! About this point I started wondering if the KMC had any bylaws about what was an acceptable number of "lost" hikers on a club trip. Fortunately we all met again at the summit. Apparently they had turned off looking for an easier route, then picked up our track closer to the summit. So maybe that's why we're now called coordinators instead of leaders. After a little snack, a chin wag, and a little rest on the summit, we headed down, this time on a north east ridge, which actually gave us some very nice snow.

The trees were a bit tight in places, and Matty showed us some of his Aussie tree hugging skills. The stove in the Berry Ridge cabin was already lit when we arrived, so we enjoyed a few toasted sandwiches, then had an easy ski down to the vehicles.

Our group was Dave Grant, Ken Holmes, Roy Hopland, Mike Koolen, Bill McNally, Sylvain Turgeon, Matty Walton, and Bob McQueen coordinator.

Changing Times in Mountaineering?

“Changes, albeit dramatic changes have occurred in mountaineering clubs over the years. Because of a number of factors, the climate is far less personal than in previous years. Unless clubs are aware of the changes and make adaptations to deal with such changes, they are in danger of losing much of the spark and spirit that makes them such a rewarding endeavor.” Ron Watters

This article was originally printed in the July-August 2005 issue of our newsletter. Members occasionally conduct common adventure trips. It is important to realize that these are not sanctioned club trips and are not covered by KMC insurance. These individuals are going out on their own.

For a good many years, mountaineering has been largely insulated by perceptions and images. Those who have participated in the past never thought of us as an organization. They and we were a part of group of friends that would go on trips and learn about the outdoors. But that's all over now. It didn't occur quickly; rather, it happened over the span of twenty years. During that time period, the outdoor family just grew too big and too diverse and much of the original familial bonds dissolved as the field became mainstream. For the commercial side of mountaineering, the change occurred nearly overnight. Fifth Avenue advertising campaigns made outdoor adventure the "in" thing, and the styles and varieties of outdoor clothing and gear mushroomed as new markets were created. Publications quickly followed suit. The old quirky but personable Mountain Gazette with its black and white photography was replaced by the slick, glossy Outside Magazine with expensive advertising and sardonic wit. Clients on guided trips also began to change. No longer satisfied with ordinary trips, they wanted--or they had been convinced that they wanted--adventures portrayed in films like River Wild. To stay in business, outfitters found that they needed to offer something more like Disneyland experiences than outdoor experiences.

Outdoor clubs were the last to experience these changes. Part of the reason the change came so late had to do with public perception. Mountaineering clubs were always perceived as a bit different, as an odd, independent bunch doing risky things. That attracted a certain kind of person, an individual who expected a few bumps in the road and who was willing to accept pitfalls as a normal course of the adventure. Participants lived, what pundits might have described at the time, an alternative lifestyle. Their adventurous nature was looked on with awe, if a little warily, by the general public. Things like climbing, backcountry skiing, whitewater rafting were exciting from a vicarious standpoint, but they were things that normal folks just didn't do. Mass marketing of the outdoor experience has changed all that. Outdoor adventure activities have become everyday stuff. Because of this now universal acceptance, we've seen tremendous increases in the numbers of participants in the outdoors, but we've also paid a price. We no longer represent an alternative lifestyle. We are the mainstream lifestyle. We find ourselves being held to the same standards as other businesses. We have an entirely different participant. Participants expect more, they expect trips to run smoothly and there's less acceptance of personal responsibility.

How well we respond and in what way will determine whether we are able to save something of that old magic and family atmosphere which, though diminished, still lies at the heart of the club.

Common Adventure (CA)?

Going on trips into the outdoors ought to be done simply for the satisfaction and enjoyment of the outdoors. "Common Adventure" is a way of organizing trips. If we don't pay some kind of attention to common adventure ideas or something similar, then down the road we'll look back and realize we've lost the true essence of the outdoor experience. The reason we need to look at CA or something similar is because of increasing commercialization in the outdoor field. We expect to see commercialization in the outdoor equipment and clothing industry. We expect to see it in the guide industry. Commercialization is, of course, the way they attract business and make their livelihood, but should non-profit organizations and clubs follow suit?

A Common Adventure (CA) trip is two or more individuals working cooperatively for common goals, and sharing expenses, decision-making, and responsibilities as equitably as possible. When one looks at common adventure literature, it becomes obvious that the single most influential factor is legal liability (Watters, 1999)

CA and Guiding are built on different value systems. CA trips are structured so that participants are interactive and intimately involved in organizing and running the trip. By their intimate involvement, the participants become the trip. On a practical level, some type of pre-trip involvement is necessary. A planning meeting is held so that all members understand what the trip involves, and understand its goals and the risks. At the planning meeting, the group--not one individual--hashes out the where's, when's and what's of the trip. The success or failure of the trip, then, rests in the hands of the group and not the person who initiated the idea or the sponsoring club or institution (if there is one). In doing so, members of the group are taking responsibility for the trip and responsibility for each other. The best way to learn about the concept is for people to directly participate in common adventure trips. Through common adventure trips, participants learn about cooperation, teamwork, and participatory decision making--all valuable skills in everyday day life.

The CA model involves all members of the group in decision-making. Democratic decision-making doesn't eliminate the need for a split second autocratic decision in time of danger (because of concern and empathy members of the group show for one another), nor does it mean that the group is without leaders. The boundary of CA is crossed when leadership is autocratic and the group members do not participate in decisions.

The Common Adventure Model of Outdoors Programming

Trip Initiator: The concept for the trip has to start with someone. One individual must come up with the idea of the trip and then announce it to others. In a CA trip, however, decisions are made on a consensus basis. Thus, CA trip advocates had to come up with an alternative word, a way of indicating that something different was going on. The word, which came into general usage, was: trip initiator. The trip initiator was the person who came up with the idea, and was the original owner of the trip. But when all the participants got together at a pre-trip meeting, the group took over ownership of the trip. In practice while a CA trip is underway, the trip initiator is often the one doing much of the leading, but she involved the group in decisions and was ready to move aside in situations when another leader might be more appropriate. It's a form of leadership quite different than traditional methods, and "trip initiator" became an important way in which the distinction was made.

Can the trip initiator act as a resource person or a facilitator to help explain and guide the CA process?

Yes. In fact when you look at the underlying value system, it is desirable to have someone present who helps guide the give and take process that takes place on CAs. The members of the group may not understand CA principles. An individual who can explain the process

and serve as an example as the trip progresses is an invaluable resource to the group. Moreover, the personal value system of many individuals may be different from that of the CA system. In everyday life, there are not a lot of other enterprises, which match the processes that go on in CA trips. A little guidance by one or more members of the group can go a long way in making CA trips run smoothly.

Problems can result when groups don't fully understand how CA trips operate. For instance, one member of the group, motivated more by self-interest than the good of the group, might try to over-play his right to self-expression and attempt to get the group to accept his ideas. A trip initiator who is well acquainted with the underlying values of the CA system can remind those individuals that independent expression and self-interest are always tempered by empathy for the other members of the group.

The democratic processes that occur on CA trips are never easy. Jim Rogers (interview, October 6, 1999) who has been involved in CA trips for many years says: "It's hard work. To tell you the truth, it's a hell of a lot easier just telling people what to do." Rogers couldn't have said it any better. Consensus decision-making is hard and often messy work. It is much easier simply being an autocratic leader and making all the decisions. Yet, by using CA principles, by being inclusive, individuals within the group learn invaluable lessons in how to work cooperatively with one another. The process fosters creativity and allows the group to make decisions and take actions, which are far stronger than if only one person made them. And, it makes the trip much safer since everyone is involved in the process.

The individual who helps facilitate the CA process does not necessarily have to be the trip initiator. As people go on more CA trips, they will better learn how it works, and as participants on future trips-and equal partners on those trips-they can help facilitate the process. The best trips are those in which everyone knows how the process works and everyone works together. In real life, however, new people are always entering the picture. That's a good sign. It means the CA trip program is working, but it also means that one or more individuals must be present to explain, facilitate, and model the process. Ultimately, it's people who freely give of their time and who simply enjoy sharing the outdoors with others that make the best trip initiators.

By having all trips initiated by volunteers and providing no equipment or vans, legal liability is reduced. Many clubs are able to take advantage of the additional liability benefit of unassisted CA trips. The vast majority of clubs are composed of pure volunteers. The club's officers and volunteers receive absolutely no tangible benefit. Any benefit is purely intrinsic: the enjoyment of helping others and sharing their love of the outdoors. Because of the liability advantage more and more mountaineering, bicycling, river running, and general outdoor clubs are incorporating CA concept in their trip programs.

Can the trip initiator act as a leader? Not as an authoritarian leader, but yes if it's to help the group move toward its goals. It is a flexible form of leadership, responding to changing environmental and group dynamics. One of the great beauties of the CA trip process is that it provides a moderating effect on over-eager members of the group. Another fundamental difference with other programming systems is that the trip initiator is ready to step aside as situations on the trip change and another individual more appropriately fills a leadership role. For instance, if one or more members of the group are injured, a nurse in the group might then take over leadership and direct the group in first aid and evacuation methods. If the group van breaks down, a person with a strong mechanical background would takeover.

Do trip sizes need to be small? As the trip size increases, it becomes less and less practical for the group to work as a team. Participation and cooperation are important. Everything increases in difficulty: planning, organizing, and shared decision-making. When a group grows to critical mass, common adventure becomes impractical.

Complete free and open access of CA trips has been tempered somewhat for two reasons: out of concern for participants (another value of the system) and the realities of the legal system. Mostly, assisted CA trips work best for beginning and intermediate trips where

the perceived risk is higher than the actual risk-and risks are reasonable. When one gets down to it, providing or facilitating beginning and intermediate activities is the *raison d'être* of most club programs. They are there to enable people with similar interests to gather and recreate together, to introduce new people to the outdoors, and to provide outdoor learning opportunities. Highly experienced individuals with a desire to do risky trips can do those on their own with other like-minded people. They have the skills, knowledge and equipment.

That isn't to say that CA principles shouldn't be used on advanced trips. In fact, it is on advanced, highly risky trips that common adventure techniques learned on easier trips can really come into their own and provide substantial and life-saving benefits. By using cooperative and participatory decision making skills, an advanced individual can reduce risks in dangerous undertakings. An organization or club is providing an important educational service to those few people who may go on and become pioneers of the sport.

Can limits be placed on who participates? Yes. The CA model doesn't prohibit some thoughtfully applied restrictions. The central idea of a CA trip is that everyone understands what the trip is about and the risks involved.

Finally, CA trips can be limited only to those who are willing to sign a release or waiver form. Carefully prepared releases do stand up in court, and institutions and clubs can do much to protect themselves by requiring everyone to sign them. Some limits, however, are not acceptable. Some of the most restrictive applications often associated with the common adventure model were created due to legal concerns. In other words, apply the legal filter, but apply it rationally. Because of its voluntary and participatory nature, CA does afford an outdoor program the lowest form of liability-and at the same time provides the highest intrinsic worth to its participants.

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On Mountaineering Rescues:

“If we get into a mess, we must get ourselves out again, or we lose our self-respect. That is why it is vital that we support our rescue organizations and learn how to handle emergencies as they arise “

C.J.Penn

Cycling tips, from CBC.ca, July 23, 2008

The Community Bicycle Network in Toronto is a community organization devoted to the cycle. CBN coordinator Sherri Byer answers several questions on biking.

Question: I typically ride as close to the curb as possible. This often results in me edging out into traffic to avoid pot-holes, grates, drains etc.. Is it better/safer to ride close to the curb and come out when necessary or to continually ride a little further away so that you don't have to move closer to traffic? **Answer:** The safest strategy is always to give yourself about a meter from the curb. By law, you have as much right to the road as every other driver, be it auto-powered, or people-powered. Stake your place in the right lane in the position that best allows you to follow a straight line of travel. That means that you should be able to avoid swerving around maintenance-hole covers as well as parked cars. Both car drivers and other cyclists are unprepared for cyclists veering out from the curb unexpectedly, and a cyclist confidently holding ample space in their lane is much less likely to get squeezed to the curb by drivers.

Question: How should I best respond to drivers who try to do me a favor and stop to let me through an intersection when I am the one at a stop sign and not them? This happens to me all time!, on average once a day on my commutes to and from work in downtown Calgary. The driver is asking me to do something illegal and also dangerous given that approaching drivers wouldn't understand what's going on if I did go. I can partially prevent this by stopping further back, but I need to stop fairly forward to see what traffic is coming. My response is to point to the stop sign I am at. The driver invariably feels offended that I am not being gracious of their gesture--most cyclists I think would go. This is a frustrating and dangerous trend. Please help.

Answer: I feel your frustration: I've noticed the same trend! But you're correct to observe the same rights and obligations as motorists. I can only suggest that you continue to give the right-of-way to those who have it - legally and safely. This is a question of awareness and education on behalf of both cyclists and drivers and for now you are doing your small part, however frustrating, in enforcing that. Keep up the good work.

Question: Are skinny slick tires on a mountain bike a hazard on wet roads compared to knobby tires?

Answer: Thank you for addressing this popular misconception! Regardless of whether your bike is of a construction and geometry intended for mountain or road use, the style of tires you use on the road answers to exactly the same type of specifications. If you are riding on the road, you want as much road contact from your tires as possible. If you are riding on knobby tires, then only the lugs contact the road surface at any given moment. In comparison, the advantage of slicks is that the whole outermost surface contacts the road when you are riding. The result is that, contrary to popular belief, your best traction on the road will come with slicks - even if you are on a mountain bike, and even if it's raining!

Question : When traffic is heavy and not moving, is it best to pass on the right near the curb, on the left between lanes, or not at all? This is a source of confusion for many.

Answer: safety at the forefront of your movements on the road. If

motorized traffic allows for passing on the right, next to the curb, then you are at liberty to make use of that. It is never in anyone's best interest to pass between lanes; it is unpredictable and therefore sets you at risk as a cyclist as well as creating unpredictable responses from motorists. If motorists have slowed or stopped close enough to the curb that you are leaning or struggling for space, then you are better not to pass at all, as frustrating as that may seem! Stay safe.

Question: When I come to an intersection and it is a red light, I often don't know whether to stop right next to the curb or closer to the middle of the intersection so that a car can turn right on the red. What is the correct thing to do in such a situation?

Answer: I can understand the confusion in this scenario, so think of yourself as a car driver in this situation. If the lane is a turning lane, then by all means move to the left of it (that is to say, take the right of the middle/right lane). However, if it is a regular lane then hold your spot and remember that you are not blocking traffic, you *are* traffic! If it were a car in the same scenario, the driver behind them would be required to wait.

Question: How does one adjust cantilever brakes for optimal stopping power?

Answer: Where there is a broad range of cantilever brakes: between the earliest and the most recent models there is a gradual progression of brake arm angle which changes the way cantilevers respond. Regardless of the era or generation of your cantilever brakes, there are a few things you can do to optimize their stopping power. Always, you want to set them up to optimize the linear action between the brake pad and the rim when the brake pad actually hits (meaning that this should not be based on the position of the brake pad when the brake arm is resting, but when it engages closest to the rim). Additionally, you want to "toe in" the brake pads, so that the front of the brake pad hits the rim just slightly before the rear of the brake pad (only about a millimetre). And finally, expect to be able to pull the brake levers about halfway from their resting position to the handlebar when you engage the brake.

The KMC 2009 Executive:		Contacts:
Chair	Doug Brown	▶Membership Annual Dues: Individual (19 yrs & up) \$41 Couple/Family \$40+\$6/person Send complete membership/waiver form to KMC Membership 2711 Granite Rd Nelson BC V1L6V3 To receive membership information by e-mail or to give us your address/e-mail/phone changes please contact ▶ Library Sandra McGuinness ▶ To be included in E-mail update ▶ To send E-mail to KMC membership: ▶ KMC President ▶ KMC website www.kootenaymountaineering.bc.ca ▶ Newsletter submissions Eliane/Steven Miro's Box 3195 Castlegar BC V1N 3H5 E-mail newsletter@kootenaymountaineering.bc.ca ▶ KMC (Correspondence) Box 3195 Castlegar BC V1N 3H5 ▶ Newsletter Editorial Policy: We encourage all submissions of writings, cartoons, drawings, book & website reviews and trip reports. Suitability for publication is at editors' discretion. Articles and advertisements may be edited for clarity and length. Advertising must be thought to be of interest to members in regard to the outdoors, especially locally. Will use discretion for commercial endeavors.
Vice	Dave Grant	
Treasurer	Alison Roy	
Secretary	Kay Medland	
Conservation	Kim Kratky	
Winter Trips	Dave Watson	
Summer Trips	Vicki Hart	
Cabins	Graham Jamin	
Equip. +Trails	HansPeter Korn	
Mtnrg. School	Sandra McGuinness	
Hiking Camp	Bill McNally	
Climbing Camp	Stephen Langley	
Website	Norman Truant	
Entertainment	Bryan Reid	
Membership	Bobbie Maras	
Newsletter	Eliane & Steven Miro's	

KOOTENAY MOUNTAINEERING CLUB - WAIVER FORM

DISCLOSURE OF RISK, AGREEMENT TO INDEMNIFY, RELEASE & WAIVER FORM

DISCLOSURE AND ASSUMPTION OF RISK

Mountaineering is a potentially dangerous activity with hazards including, but not limited to, rock and ice fall, danger from avalanches, hidden or exposed rocks, stumps, tree wells, hidden or visible crevasses, ice bridges, bergschrunds, cornices and cornice falls, cliffs, variations in snow or ice conditions, exposed or concealed holes or depressions in the snow pack, still and moving water, sudden changes in weather, hypothermia or frost bite, encounters with wildlife, collisions with others, becoming lost in remote locations with no reliable method of communications and inability to get rescue or medical assistance quickly, airplane and helicopter travel, falls on steep terrain, failure of climbing or safety equipment, as well as all other hazards associated with hiking, wilderness travel, climbing, skiing, rock climbing and other pursuits of the Kootenay Mountaineering Club.

I assume these risks even though they may involve negligence, gross negligence or willful misconduct of the Kootenay Mountaineering Club, its directors, officers, agents, members, organizers, coordinators, assistants, representatives, instructors and all persons acting directly or indirectly under its authority or in collaboration with the Kootenay Mountaineering Club (collectively the "KMC"), including the failure on the part of the KMC to take reasonable, or any, steps to safeguard or protect me from the risks, dangers and hazards of club activities.

DISCLOSURE OF RESPONSIBILITIES

The organizer for a club activity is not a professional mountaineer, guide, instructor, or trained first aid attendant. The function of the organizer is only to organize the activity, ensure that it gets under way, know the access to the area, and have some knowledge of the planned activity.

It is expected that each person on a club trip has the necessary skills, experience, fitness, and equipment to participate in a club trip. Each person is responsible for his or her own safety, having suitable first aid supplies and for confirming that his or her equipment is in good working order.

RELEASE AND WAIVER OF LIABILITY AND AGREEMENT TO INDEMNIFY

IN CONSIDERATION of my being permitted to participate in the activities arranged by the Kootenay Mountaineering Club and for other good and valuable consideration the sufficiency of which I hereby acknowledge, I, for myself, my heirs, executors, and anyone else who may claim on my behalf or through me HEREBY WAIVE ANY AND ALL CLAIMS, LIABILITY AND DAMAGES I may now or in the future have against the KMC, arising from any personal injury, death, property damage or loss sustained by me arising from or in connection with my participation in the activities of the Kootenay Mountaineering Club however caused. I FURTHER HEREBY RELEASE AND FOREVER DISCHARGE the KMC from and against all demands, claims, actions, damages, costs, and expenses arising from or with respect to death, injury, damages or loss to my person or property of any kind whatsoever, no matter how caused, in connection with my participation in Kootenay Mountaineering Club activities though the same may have been contributed to or been caused by the NEGLIGENCE or GROSS NEGLIGENCE or WILLFUL MISCONDUCT of the KMC. I FURTHER AGREE to hold harmless and indemnify the KMC from any and all liability for any damage or injury to the property or persons of any third party resulting from my involvement in or presence during any of the activities of the Kootenay Mountaineering Club.

Initials <hr/>

I ACKNOWLEDGE that the Kootenay Mountaineering Club, in obtaining this waiver from me is doing so for the KMC, including its directors, officers, agents, members, activity and trip organizers, coordinators, assistants, representatives, instructors and all persons acting directly or indirectly under its authority or in collaboration with the Kootenay Mountaineering Club.

In the event that I act in any capacity for the Kootenay Mountaineering Club, I appoint the Kootenay Mountaineering Club as my agent for the purpose of obtaining an indemnity and release of liability from other members of the Kootenay Mountaineering Club or persons participating in its activities.

This agreement and any rights, duties and obligations as between the parties to this Agreement shall be governed by and interpreted solely in accordance with the laws of the Province of British Columbia and no other jurisdictions; and any litigation involving the parties of this Agreement shall be brought solely within the Province of British Columbia and shall be within the exclusive jurisdiction of the Courts of the Province of British Columbia.

In entering into this Agreement I am not relying on any oral or written representations or statements made by the KMC with respect to the safety of any club activities or club cabins, other than what is set forth in this Agreement. I have read and understand the Agreement and I am aware that by signing this Agreement I am waiving certain legal rights, which I or my heirs, next of kin, executors, administrators, assigns and representatives may have against the KMC.

I CONFIRM THAT I AM THE FULL AGE OF NINETEEN YEARS AND THAT I HAVE READ THIS INDEMNITY AND RELEASE OF LIABILITY AND ACCEPT ITS TERMS, AND IN WITNESS WHEREOF, I have hereunder set my hand, this

_____ day of _____, _____

Signature of WITNESS

Please print name

Signature of WITNESS

Please print name

Signature of WITNESS

Please print name

Signature of PARTICIPANT

Please print name

Signature of PARTICIPANT

Please print name

Signature of PARTICIPANT

Please print name

!!!! BE AWARE THAT SIGNING THIS FORM MEANS THAT YOU ACKNOWLEDGE AND ACCEPT ALL THE HAZARDS OF CLUB ACTIVITIES AND THAT YOU ARE GIVING UP ALL RIGHT TO SUE THE KMC WHICH INCLUDES ANY OF ITS MEMBERS !!!!

Issue: 1/31/09

RESPONSIBILITIES FOR MEMBERS ATTENDING CLUB TRIPS

1. Ensure that your abilities are up to the difficulties of the trip. Use the trip grading system on the trip schedule. Talk to the trip coordinator or other people who have made the trip before. Find out what you can expect to encounter on the trip: terrain, elevation gain, length of trip, stream crossings, snow slopes, exposure, etc. Plan accordingly. Determine whether your fitness and skill level is up to the rigours of the trip.
2. Phone the coordinator several days in advance to confirm your attendance, preferably by Wednesday evening at the latest.
3. Let the coordinator know what your abilities are so that the coordinator can make appropriate arrangements. If you know that your abilities are significantly less than other members of the group, make arrangements for some friends, who have similar abilities, to come on the trip with you.
4. Make sure you have all the basic equipment you might need on the trip (eg. extra clothing, rain gear, food and water, first aid kit, matches and light, map and compass). Be prepared to spend the night in the bush even if you are going on a day trip. Remember, you don't have to be deep in the wilderness to run into trouble.
5. Let a family member or friend know where you are going and when you will be back.
6. Show up at the initial meeting place in plenty of time and be prepared physically, mentally, and equipment-wise for the trip you are going on.
7. If you accept a ride from someone, offer to share a reasonable amount of the vehicle expenses.
8. Pay attention to the suggestions of the trip coordinator.
9. Do not hike at a fast pace that forces other members of the group to try to keep up. If you hike at a pace slower than the group, make arrangements to have someone hike with you and notify the trip coordinator of those arrangements.
10. If you recognize that you will be unable to make the trips' objective, notify the trip coordinator and make arrangements to wait in a conspicuous place for the group to return or have someone return to the vehicles with you.
11. If there is an existing trail, use it. Travel single file and avoid the temptation to detour around muddy spots. Detours lead to widening of the path or multiple paths. Do not cut across switchbacks. If possible, remove obstacles from the trail (eg. Rocks, fallen branches)
12. If there is no trail, select a route over the most durable terrain such as gravelly creek beds, sandy or rocky areas. Try to avoid steep and loose slopes and wet areas. When not on a hardened surface, spread out rather than follow the same route as those in front of you.
13. Be aware of your physical condition and the condition of those in the group. Know the signs and remedies for dehydration, hypothermia, and hyperthermia. Drink lots of water.
14. Watch the weather. Be prepared to turn back if conditions deteriorate.
15. Be aware that you are probably in bear country. Be prepared for an encounter and take precautions. Make noise so the bears know you're coming. Learn the signs displayed by defensive or aggressive bears. Know how to react when you encounter a bear.
16. Understand that all water should be considered as contaminated. Be prepared to treat any ground water before drinking it.
17. Be thoughtful in the disposal of human waste, know how to go in the woods:
 - minimize the chance of water pollution
 - minimize the chance of anyone or anything finding the waste
 - maximize the rate of decomposition
18. Do not discard anything in the wilderness. If you pack it in, pack it out.
19. Respect wildlife. Give animals ample space and distance. Don't feed wildlife. Leave pets at home.
20. If you get separated from the group and think you are lost, stop immediately. Don't panic. Try to determine where you might have got off track. Mark the spot where you are and make short sorties in different directions to try to find the trail. Don't leave your pack behind. If your efforts to find the trail fail, stay where you are and prepare to spend the night. Use a whistle to attract the attention of the others in your group.
21. After the trip, return borrowed equipment promptly.

In case of an accident

1. Consider the severity and implications of the accident, the remaining hazards, the terrain, and the availability of resources when deciding what to do next.
2. Ensure that everyone's present safety is maintained and that further danger is minimized.
3. Let the group know if you have any special skills or knowledge about first aid.
4. Ensure their own safety and, if your help is not needed, stay clear of rescue activities; cooperate with everyone involved in emergency activities.
5. If help is needed, organize an orderly expedition to contact emergency personnel. Ensure that those going for help know all the details of the emergency: location, condition of the terrain, condition of the injured person and the extent of injuries.
6. Those people staying at the accident scene should prepare to spend the night.

RESPONSIBILITIES OF PARTY COORDINATORS ATTENDING CLUB TRIPS

The Trip Coordinator is only expected to facilitate the organization of a trip or activity. Each individual participating in the function does so with the full knowledge that they are accepting for themselves all the risks that are inherent in such activities.

Before the trip:

1. Do not undertake coordination of a trip beyond your capabilities. If you have agreed to take on something beyond your abilities, change the objective or arrange for another coordinator.
2. Be familiar with the area you are going to unless the trip is exploratory in intent. If you have not done the hike or climb recently, do a recce a couple of weeks before the trip. Talk to people familiar with the area, check the guidebooks, old newsletters, or back issues of the Karabiner or CA Journals, or phone the Parks Branch or Forest Service, etc.
3. Decide on a specific meeting place to start the trip and a definite time to meet.
4. Provide information about the trip to anyone who calls to join the trip. Explain the nature of the trip (length, elevation gain, difficulty, time, etc.) If you do not know the person, try to get an understanding of their abilities and/or who they might have hiked or climbed with before. Do not hesitate to suggest that they not come if you feel they are not capable.
5. Make sure that newcomers in particular understand the correct equipment they should have (eg. Proper boots, rain gear, food, water, basic first aid kit, etc.). However - participants must be responsible for making their own decisions.
6. If special equipment such as ice axes, crampons, Pieps, etc. may be necessary, remind participants who do not have their own equipment that they may be able to borrow some from the Club by prior arrangement.

At the Meeting Place:

1. Get to the meeting place 10 - 15 minutes before the scheduled time.
2. As people arrive, have them sign the trip waiver form.
3. Wait a few minutes beyond the scheduled time for latecomers.
4. Explain to people you don't know where the trip is going and what difficulties they might expect. Enquire again about their capabilities and whether they are properly equipped.
5. The coordinator should suggest that anyone who is not capable or is not properly equipped not go on the trip.
6. Help make the most economical arrangements for car-pooling. Remind the passengers that they should each pay a reasonable proportion of the vehicle expenses for the trip.
7. Explain the route to the trail head and where vehicles should be parked.

At the Trail Head:

1. When everyone is assembled, make a head count of the people going on the trip. Ensure that everyone has signed the waiver form. Again, suggest that anyone who is not capable or who is not properly equipped not go on the trip.
2. Request a volunteer to come last and make sure that no stragglers fall by the wayside.
3. If a large group is making the trip count on the group to separate into faster and slower groups. Some people may not want to go all the way to the primary objective. Request a volunteer to accompany and coordinate the slower group. Agree on where each group is going and make arrangements to meet at the cars at the end of the trip.

On the Trip:

1. Set a pace that allows the party to stay together, both going up and coming down. Space rest stops to prevent straggling. With large groups, count heads frequently to make sure everyone is still together.
2. At places where the trail branches or becomes indistinct, wait for all members of the group to catch up so they know which way the group is going.
3. The coordinator doesn't need to be in front providing he or she can maintain contact with the group. The coordinator and all experienced members have a responsibility to give assistance to the less experienced. Try to team experienced members with newcomers or novices.
4. All decisions should be made by the group with a margin of safety in mind. When in doubt, use common sense and follow accepted normal procedures:
 - allow enough time for the trip; start early
 - rope up before a difficult section
 - turn back when necessary: difficulties, a weak group, lack of time, weather, fatigue, etc.
 - watch for avalanche and rock fall hazards and act accordingly
 - in wet or cold weather ensure that everyone watches for signs of hypothermia
 - stay in touch with the groups feelings and respect them.
5. The coordinator should remain at the cars until everyone is back.

After the Trip:

1. Remind participants to return any equipment promptly so others can use it.
2. Send a trip report to the newsletter editor.
3. If any difficulties or injuries have occurred on the trip, contact the KMC Trips Director and explain the situation.

KMC 2009 Summer Trips Schedule



Important Notes:

It is expected that each person on a club trip have the necessary skills, experience, fitness, and equipment. Each person is responsible for his or her own safety, for having suitable first aid supplies, and for confirming that his or her equipment is in good working order.

1. Coordinators are encouraged to screen participants for fitness, skills, and equipment, and to limit group size as appropriate.

2. All trip participants must call the trip coordinator a minimum of 48 hours in advance of trip departure.

Classification of Trips:

Physical: A-easy B-moderate C-strenuous D-very strenuous

Technical: 1-hike 2-scramble 3-scramble, perhaps with some exposure 4-climb 5-climb, continual belays

For more information, or to initiate a trip, please phone the Summer Trips Chairperson, Vicki Hart, Tel. 250-352-6145 email vjoyhart@hotmail.com

REMINDERS: Mountain transportation is expensive – Share the costs. No dogs permitted on club trips.

KMC MEMBERSHIP 2711 Granite Road, Nelson, BC V1L 6V6 Single \$41.00, Couple/Family \$40.00 + \$6.00 per person

Date	Destination	Rating	Coordinator	Phone
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April

4 Sat

5 Sun

10 Fri Pulpit Rock/Flagpole

B-1

Vicki Hart

11 Sat

12 Sun Brilliant Bluffs Trail

A-1

Don Harasym

13 Mon Yellow Pine Trail & beyond

B-1

Ed & Hazel Beynon

18 Sat Old Growth Trail

A-1

Brandon Hughes

19 Sun Sproule Creek Trail

A-1

Don Harasym

25 Sat

26 Sun Lion's Head

B-1

Ed & Hazel Beynon

May

2 Sat

Evan's Creek Trail

B-1

Bill McNally

3 Sun

Mt Roberts

B-2

Jenny Baillie

9 Sat

Deer Point Trail

B-1

Andrea Vowell

10 Sun

Ward Ferry Trail

A-1

Dave St Denis

16 Sat

17 Sun Pilot Point Trail

B-1

Kathleen & Alex Nichol

18 Mon

23 Sat Smallwood Creek Trail

B-1

Ray Neumar

24 Sun

Old Glory

C-2

Ted Ibrahim

30 Sat

Violin Lake Trail

A-1

Mary Baker

31 Sun

Red Mt & Granite Mt

C-2

Jill Watson

June

6 Sat

7 Sun

Commonwealth Mt

C-2

David Mitchell

13 Sat

14 Sun

Five Mile Basin

B-3

Ray Neumar

20 Sat

Grays Peak

C-3

Curt Nixon

21 Sun

27 Sat

28 Sun

July

1 Wed

4 Sat

5 Sun

Sapphire lakes via Mt John Carter

C-2

Jenny Baillie

July (continued)

8 Wed			
11 Sat	3 Sisters (north sister)	C-2	Shannon Naylor
12 Sun			
15 Wed			
18 Sat-	Mt Lucifer/Black Prince/Bor	C-3	Vicki Hart
19 Sun	Overnight backpacking trip		
18 Sat			
19 Sun			
22 Wed	Mt Gregorio	C-2	Shannon Naylor
25 Sat			
26 Sun			
29 Wed			

August

1 Sat			
2 Sun			
3 Mon			
5 Wed			
8 Sat			
9 Sun			
12 Wed			
15 Sat			
16 Sun	Mt Gimli	C-3	Dave Grant
19 Wed			
22 Sat	Snowcrest Mt	D-2	Jen Kyler
23 Sun	Mt John Carter	C-2	Ted Ibrahim
26 Wed			
29 Sat			
30 Sun	McKean Lakes/Mt Woden	C-2	Jenny Baillie

September

5 Sat			
6 Sun			
7 Mon	Texas Peak	B-2	Bob Dean
9 Wed			
12 Sat	Mt Brennan	D-2	Bill McNally
13 Sun	Keyhole/Esmeralda Peak	C-2	Jenny Baillie
16 Wed			
19 Sat			
20 Sun	Mt Paupo	B-2	Bob Dean
23 Wed			
26 Sat			
27 Sun	TBA	C-?	Jen Kyler
30 Wed			

October

3 Sat			
4 Sun			
10 Sat			
11 Sun			
12 Mon			
17 Sat			
18 Sun			
24 Sat			
25 Sun			
31 Sat			

November

1 Sun			
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