

Syracuse Section NATIONAL SKI PATROL *In The News*



Veteran Serves the Ski Patrol

At 61, most people are thinking about leisurely years of retirement. Not Walt Manderfield. Walt leads an active life which includes membership in the Ski Patrol. Even more remarkable is that Walt began skiing only seven years ago at the age of 54.

After taking one ski lesson, Walt learned the rest on his own. He was introduced to the Ski Patrol during his early years of skiing when he broke his collarbone. In his enthusiasm for the sport, Walt was back on the slopes the following week with his arm in a sling.

"My wife is concerned about me overdoing everything," says Manderfield. "She feels that Ski Patrol makes me more of a controlled skier. Now she knows that Patrol is nearby in case I'm hurt."

Walt joined the Song Mountain Patrol as a candidate for patrolman in 1968. To belong, he had to complete Red Cross First Aid courses and a Ski Patrol supplement. After practice and training in Ski Patrol techniques, Walt passed his Patrol skiing test. Later that season, he also became a Red Cross First Aid instructor.

Although he is a volunteer who can ski "free," Walt, like the other patrolmen, works long, hard days.

Patrolmen aren't always skiing. They might not ski for lengthy periods of time while they aid and later stay with, injured persons in the Patrol room or on the slopes. Patrolmen are the first up the lifts in the morning and the last down the hill in the afternoon. They're required to ski under all conditions in all kinds of winter weather.

Walt currently is working towards attaining senior patrolman status, the next level above patrolman. Its members meet minimum national

standards, not just regional standards.

Skiing isn't Walt's only pastime. He keeps himself in shape all year. During the summer, he frequently sails his 16-foot sail-canoe on Cazenovia Lake.

Like his wife Ellen, Walt's a talented artist. Since coming to Syracuse from Chicago 15 years ago, he has been head of the Art Department at the R.H. Donnelley Company. His design talents have also been put to use remodeling the Manderfield's N. McBride street home.

About Ski Patrol, Walt says that it's a "great organization to belong to. I wanted more of a purpose to skiing." Apparently, he looks forward to many more years of skiing with the Patrol. His optimism is evident with his recent purchase of new skis and boots.



Manderfield proudly wears the emblem of the National Ski Patrol.

Ski Patrol member Walt Manderfield rides to top for practice trip down ski slope. He's looking forward to an active season.



Photo Story by JEFF PASTON



Manderfield shows how an injured person is taken down slope. That's Laurie Voight posing as the injured person.



PRACTICE RESCUE.
Song Mt. Ski Patrol Leader Bill Rogers of Liverpool demonstrates the proper method of self-evacuation from a chair-



GOING DOWN! — Ski Patrolmen at Song Mt. practice customer evacuation from the mountain's newly installed chairlift. Area Patrols recently held all-day clinics to familiarize their members with operations of the many Central New York chairlifts, and with evacuation techniques in the unforeseen event of lift failures. The area Patrols are non-profit, mainly volunteer, organizations that administer first aid to injured skiers on the slopes and encourage safe skiing. Herald-American photos by Jeff Paston.

SKI PATROL PRACTICING RESCUE TECHNIQUES

By JEFF PASTON

The National Ski Patrol System's motto, "safe skiing is no accident," applies to the safety organization as well as the skiing public, according to patrol members, who are attending annual training sessions.

"The patrol is on the ski slopes to serve the public by offering first aid and promoting safety," noted Syracuse Section Chief Donald Gallinger of Marcellus. "To best serve the public, we undergo constant training and updating."

Being prepared is what

the patrol's annual refresher is all about. Within the next few weeks, the more than 350 members of the Syracuse Section, NSPS, will have completed Red Cross first aid training, chairlift evacuation practice and lessons in specialized winter rescue techniques.

Gallinger emphasized that skiing can be a safe and fun sport if simple rules are followed. And, if an accident should occur, or in the rare event a chairlift should break down, the patrol is ready to offer first

aid and rescue assistance, he said.

Good rules for the slopes include knowing your ability, and knowing which trails or slopes are within that ability, Gallinger said. "The courtesy of watching out for the other guy applies to the ski slopes just as it does to the highways," he added.

The NSPS recommends that skiers install anti-friction plates between bindings to reduce downward friction of the boot sole against the ski. These plates have been shown to

reduce the number of certain types of skiing injuries. Also recommended is the use of safety straps to prevent run-away skis when bindings release.

Each year, patrol members take a refresher in Red
(Continued on page 11A)



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SKI

(From page 9A)

Cross Advanced First Aid and Emergency Care. The training is so complete that in this year's sessions, patrol members even learned about water rescue. This insures well-rounded first aid ability for all seasons.

Included in the training are splinting and bandaging skills and use of specialized equipment, including the "Build-a-Board," a rigid metal frame that can be assembled around the victim of a back injury to minimize risk of further injury

through excessive movement.

A candidate to any of Central New York's ski patrols would be faced with a prerequisite of Red Cross first aid, and then a ski patrol winter first aid course practiced outdoors in winter conditions.

Skiing proficiency is also continually upgraded during the season through clinics and one-to-one sessions. Candidates and patrol members who want to upgrade to the "senior" level must take skiing proficiency and tobogganing tests. The skiing tests are designed to make sure that patrollers can handle res-

cue toboggans on the toughest slopes in all kinds of snow conditions.

"All of this training, testing and upgrading hopefully provides the skiing public with the confidence in patrol members, so that when they see the familiar rust parka and gold cross, they know the best possible care is available," Gallinger noted.

The Syracuse Section of NSPS includes patrols at Song Mt., Labrador Mt., Toggenburg, Ironwood Ridge, Syracuse University Skytop and Drumlins ski areas, and Skaneateles, Camillus and Cazenovia ski clubs.



Practicing use of the "build-a-board," a specialized rescue stretcher, are ski patrollers Camille Wicker and Ron Marks. "Victim" is Paul Wicker.

IN





Chairlift evacuation practice at Song Mt. near Tully seems somewhat out-of-place under autumn skies, but members of the ski patrol practice rescue techniques each year. If a chairlift broke down, the public would be evacuated by use of a rope and T-shaped seat. Jay Linkletter, foreground, handles rope lowering patroller Camille Wicker from chair as Howard Bethel gives instructions from the ground. Camille's husband Paul watches from the chair while awaiting his turn.

SYRACUSE NEW TIMES, NOVEMBER 16, 1972

'They Don't Free Ski'**Patrolling: Work and Dedication**

by Pam Auerbach

The day is clear, beautiful and bright. The slopes glisten, beckoning the individual upward. The snow is smooth and hard-packed, the weather serene -- a perfect day for skiing.

The mountain is a temptress, luring skiers to the slopes. She teases them with pleasure so they ascend her hills and then plunge downward. For some, her beauty is deceiving -- they find only the agony of pain. They fall, helpless on the slopes, while the mountain mocks their imprudence.

Rescuing those in distress is the job of members of the National Ski Patrol, an organized, nonprofit first-aid rescue group. According to Jeff Paston, public information advisor for the Syracuse section of the national patrol, the organization polices the slopes in an attempt to promote safety.

Paston, patroller at Song Mt. in Tully, explains the intricacies and work of a patroller in the Syracuse chapter.



TRAINED SKI PATROL members administer first aid to an accident victim at Song Mt. Prompt action by the volunteers often reduces the seriousness of injuries. The patrolmen above are Walt Manderfield (left) and Don Voight.

The chapter has 12 patrols -- one each at Song, Toggenburg, Labrador, Intermt, Skaneateles, Camillus, Cazenovia, Skytop, Drumlins, Four Seasons, Mystic Mt. and Ironwood Ridge.

The patrollers are divided into juniors (16-18), those older than 18 and seniors (those having acquired advanced skills).

GRUELING REQUIREMENTS

The process of becoming a candidate for the ski patrol is quite detailed, Paston emphasizes. One must complete a standard and advanced Red Cross first-aid course. The individual may then sign onto an area in the Syracuse chapter, but not as a patroller.

Before receiving certification, the individual must submit to 12 hours of a practical test involving first-aid on the slopes, such as chair-lift evacuation procedures. Skiing proficiency tests must be met.

The tests, he said, are geared for toboggan handling. Strength, more than expertise, is required.

Most patrollers in the Syracuse section are volunteers, states Paston. They ski free, but -- he adamantly adds -- "they do not free ski." The distinction between the terms is not slight.

The majority of areas, Paston goes on to explain, issue free season passes to their patrollers. When they are not on duty they may ski free. However, while at work, their time is not their own.

'RIGOROUS WORK'

They are the first to arrive in the morning and the last to leave. They patrol in rotation, covering every slope. When they assist with an accident, the ski patrol must stay with the victim until he leaves the ski area. As Paston admits, patrolling involves "rigorous work."

Skiing, however, is only part of a patroller's job. Someone must be on call in the patrol room in case of emergency. It is this individual's responsibility, Paston says, to coordinate the rescue operation.

The greatest number of injuries, he warns, occur at the end of the day when individuals are tired. He advises those who are not in good physical shape to stay off the slopes. "Skiing," Paston says, "is a risk sport."

The National Ski Patrol is initiating courses in avalanche rescue and mountaineering. Discussions have begun on the creation of a ski patrol for cross-country skiing.

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 Syracuse, N.Y., Feb. 16, 1973

WOMAN'S

Women's News Telephone 473-7785

Women's Section 2, Pages 15-26

Arlene C. LaRue, Women's Editor
 Social Notebook
 Fashions
 Decorating
 Recipes

Angels of mercy fly on skis

By KAREN SCHAAR

"WAITED: Man or woman over 18 for seasonal outdoor work. Must take 48 hours of first aid training plus yearly eight-hour first aid refresher course for weekend work. Job training required at no pay. Must be in good physical condition, must be able to withstand temperatures of 30-below and winds up to 70 miles per hour. Must also lift twice own weight, pull heavy loads, move at the speed of life and do it all over again the next day. Must buy own uniforms and equipment and provide own transportation. Remuneration includes respect, smiles and occasional thank you letters. Interested persons please contact any one of the 27,000 members of National Ski Patrol."

Designed to make the public more aware of the qualifications of a ski patroller he has for his work, this ad has appeared in newspapers and ski magazines throughout the United States.

And just like the ad suggests — skiing down a slope pulling a seven-foot long toboggan laden with a 175-pound accident victim is all in a day's work for the National Ski Patrol. That includes women patrollers, too. Locally, an estimated 29

per cent of the 419 ski patrollers, who make up the Syracuse Section, are women. Involved in all phases of ski safety and rescue work, including chairlift evacuation, the women are an integral part of the volunteer patrols at each of the 12 area ski centers.

Recruiting Women
 "Women are constantly being recruited," says Myla Green, section chief of the 12 ski patrols. "Along with the increasing number of skiing enthusiasts taking to the

slopes' each year, has come a growing number of women interested in patrolling. And there's been no problem at all with acceptance. Both the men and women on the ski patrols share a definite common interest — promoting safe skiing."

Are the male injured skiers ever surprised to have a woman ski patroller arrive on the scene?

"I've never had anyone object," says Song Mountain Ski Patrol member Shirley Gallinger. "Most men identify a woman with nursing so it seems natural for them to be treated by a woman. Of course, many of the injured aren't really feeling too well lying there in the snow. They're just glad that someone is taking care of them."

Shirley has been on the patrol for nine years along with her husband Don.

Although described by many as an extremely time-

consuming and rigorous extra-curricular activity, ski patrolling attracts all ages and types of women. Ages range from mid-teens to mid-50's, and there are students, housewives and professional women who work at

spent skiing. Joanne also is a first aid instructor and a qualified medical emergency technician, as are many of the ski patrol members.

Why did she join the patrol?
 "After skiing as long as I have, it was the natural thing to do," says Joanne. "I

Joanne Gallinger have fulltime jobs. Myla is a probation supervisor for the Onondaga County Probation Department, and Shirley is an occupational therapist at James Square Nursing Home.

"Once you're involved in ski patrol, there are a lot of 'extra activities' included," points out Myla. "Training starts way before ski season begins with refresher courses in first aid. And many patrollers become first aid and ski instructors, and head committees like mountaineering and avalanche, like Shirley who is section advisor for mountaineering in this area. Patrollers often take a 30-hour medical emergency technician course at Upstate Medical Center which is especially geared for rescue people and includes 12 hours training in a hospital emergency room."

And there are single members like Linda Wiesnuch, a corporate analyst at Lincoln Bank and first aid instructor who has been skiing for the past 10 years, joined Song Mountain Ski Patrol two years ago.

A combination of a love of skiing and a lack of funds

is the logical way to continue their involvement in a sport they love. Peggy, whose husband, Bruce, is an assistant patrol leader at Song Mountain, has been a member of Cazenovia's patrol for four years and is a part-time ski instructor, a first aid instructor, a medical emergency technician — and a mother with three children. Janet, wife of Thomas H. Munro III, has five children, teaches religious education and first aid, and has been on Cazenovia's ski patrol for three years.

And there are single members

Single Members
 Linda Wiesnuch, a corporate analyst at Lincoln Bank and first aid instructor who has been skiing for the past 10 years, joined Song Mountain Ski Patrol two years ago.

A combination of a love of skiing and a lack of funds



full-time jobs during the week.

Joanne Anderson, Skaneateles housewife with two children, has been patrolling one full day and one evening each week at Tuggenburg Ski Center for the past five years. In addition to time

got tired of 'bombing the hill' and decided I wanted to contribute something really worthwhile to skiing. Besides, I can't keep up with the kids coming down the slopes anymore — especially my own!"

Both Myla Green and Shir-



In charge of Syracuse Section of the National Ski Patrol, which includes 12 local ski areas, is Myla Green, above, a ski patroller since 1956.



Ski patrollers Lynn Hillburger and Lisa Feldmeyer, at right, get an T-bar lift at bottom of slope.



Linda Wiesnuch, Song Mountain patroller, telephoned in accident from call box to ski patrol room at bottom of hill. Boxes are located on each of the trails.



Cazenovia Ski Club patrollers Janet Munro and Lisa Feldmeyer check on fallen skier, 12-year-old Laurie Boyd, daughter of Mr. and Mrs. William Boyd of Manlius. Herald American photos by Jeff Poston



Tuggenburg patroller Joanne Anderson arrives with toboggan on accident scene, demarcated by crossed ski barriers.



Accident victim and his equipment are taken down slope by patrollers Joanne Anderson and Myla Green, left, and Fred Ferguson and Lynn Hillburger.

(Continued on page 29)

Angels of mercy

(from page 15)

while a freshman at State University College at Cortland is what inspired Lynn Hillburger to join Intermont Ski Patrol four years ago. "The idea of free skiing privileges is initially what appealed to me the most — at first," says Lynn, who started skiing while in the ninth grade in her hometown of Buffalo. "I soon came to realize how really vital ski patrolling is and how well patrollers work together with the common concern for the safety of the skiers."

One ski patroller will soon be leaving Syracuse's cold temperatures for warm, sunny Florida. Cazenovia Ski Patrol member Lisa Feldmeier of Fayetteville has been accepted by Eastern Airlines as a stewardess and will begin training in Miami later this month. "I just hope I'm assigned some place with snow," says Lisa, who has been a ski patroller since 1967.

Easily identified by their rust-colored ski parkas with a gold and blue cross on the back, and their blue first aid belt kits, area ski patrollers have to be able to handle all skiing conditions — ice, crust, rain, sub-zero temperatures, and sloppy, slushy snow. As long as the ski areas are open, the patrollers are on duty, despite the weather.

"Ideally, we'd all like it very much if we never had any accidents to contend with, but there are risks to be found in any sport," says Myla, whose section includes Song Mountain, Toggenburg, Intermont, Labrador, Mystic Mountain, Ironwood Ridge, Drumlins, Skytop, Four Seasons, Cazenovia, Skaneateles and Camillus ski clubs.

Injured skiers are generally found by ski patrollers assigned to cover all the trails on a rotating basis. After

checking with the skier to see how he is, the patroller determines whether or not any first aid is required. If a toboggan is needed the patroller sets up a barricade of crossed skis — a warning to skiers that an accident is ahead — and flags down any passing skier or fellow patroller to ski down to the patrol room or phone from the nearest call box. Patrollers at the top are signaled as to which trail the accident is on. They then ski down with the toboggan, pick up the injured party and take him to the patrol room.

"Sweep the Slopes"

"You never know what you'll find, so that's one of the reasons it's so important for patrollers to upgrade their first aid skills all the time," explains Myla. "Meeting their emotional needs, as well as physical needs is also a necessary part of rescue procedures. We have to give many of them moral support and consolation, especially since they are often very worried about their parents' reaction to something like a broken leg or are concerned over the possibility of missing work. And, of course, there are those who are particularly worried because they've called in sick to come skiing!"

At the end of afternoon skiing and again at the close of evening skiing, ski patrollers, which include approximately 15 on a weekend day and five at night, "sweep the slopes."

"Sweeping," in layman's terms, means checking each trail for any skiers still left on the slope. With all patrollers assigned a specific portion of the slope, the trails are thoroughly searched for any skiers who might have been injured during their "last run" or any who might be walking down after having trouble with their ski bindings.



Ski patrolmen probe for avalanche "victims," straw dummies, buried on a Tully hilltop for recent avalanche rescue course. Searchers use long

aluminum poles and move forward, keeping in a straight line, at the command of patrolman at left.

Ski patrolmen train for avalanche rescues

By JEFF PASTON

Formerly remote hillsides in Central New York are becoming potential snow avalanche hazards, and the ski patrol is doing something about it.

Courses in avalanche rescue and safety, and winter mountaineering have just been completed by Syracuse area ski patrolmen.

Avalanche instructor Harold Hill of Jamesville notes that the increased interest in avalanche and winter safety is due to the easy accessibility of the avalanche-prone U. S. west or Europe by air, and the increased interest in snowmobiling and ski touring. "Avalanches aren't hazards until people or property are in the area," he said.

Hill, a Song Mt. ski patrolman, and Gerald Baril, a Camillus ski patrolman, taught the course as an extension of ski patrol work. Hill said that avalanches can happen wherever the snowfall is heavy and the slopes are

steep enough, usually 22 to 35 degrees.

The men and women participating in the two courses had to deal with an extreme range of weather. Thirty patrolmen probed a Tully hilltop with long aluminum poles to find avalanche "victims" one cold, rainy Sunday in the outdoor portion of the avalanche course. Mountaineering course participants experienced temperatures ranging from 16 below zero to the plus 50's on their weekend outing two weeks ago.

Both courses were taught as classroom and practical outdoor sessions.

The mountaineering expedition to state-owned land near Labrador Ski Center in northern Cortland County gave more than 20 patrolmen experience in winter hiking on snowshoes or touring skis, winter camping, rope work, and bivouacking.

Because of the wide range of experiences and temperatures, mountaineering course

instructor Shirley Gallinger of Marcellus, has called this year's course the "most successful yet."

Aiding Shirley with instruction were her husband Don, Labrador Patrol Leader Russell Hartwell of Liverpool, and Regional Mountaineering Director Phillip Stevens of Lancaster Avenue and Skaneateles.

Surprisingly, there have been at least two recent avalanches in Central New York, one of which killed two boys.

In the hamlet of Taberg, near Rome, two boys, aged 13 and 14, were buried in two to three feet of snow on Dec. 31, 1962. While a rescuer and his son were searching the 35 degree slope, another avalanche let loose from the small hill. Unlike the two boys, the rescuers were able to dig themselves out.

Although it wasn't serious, Harold Hill noted that an automobile was buried by an avalanche last year at the southern end of Skaneateles Lake.

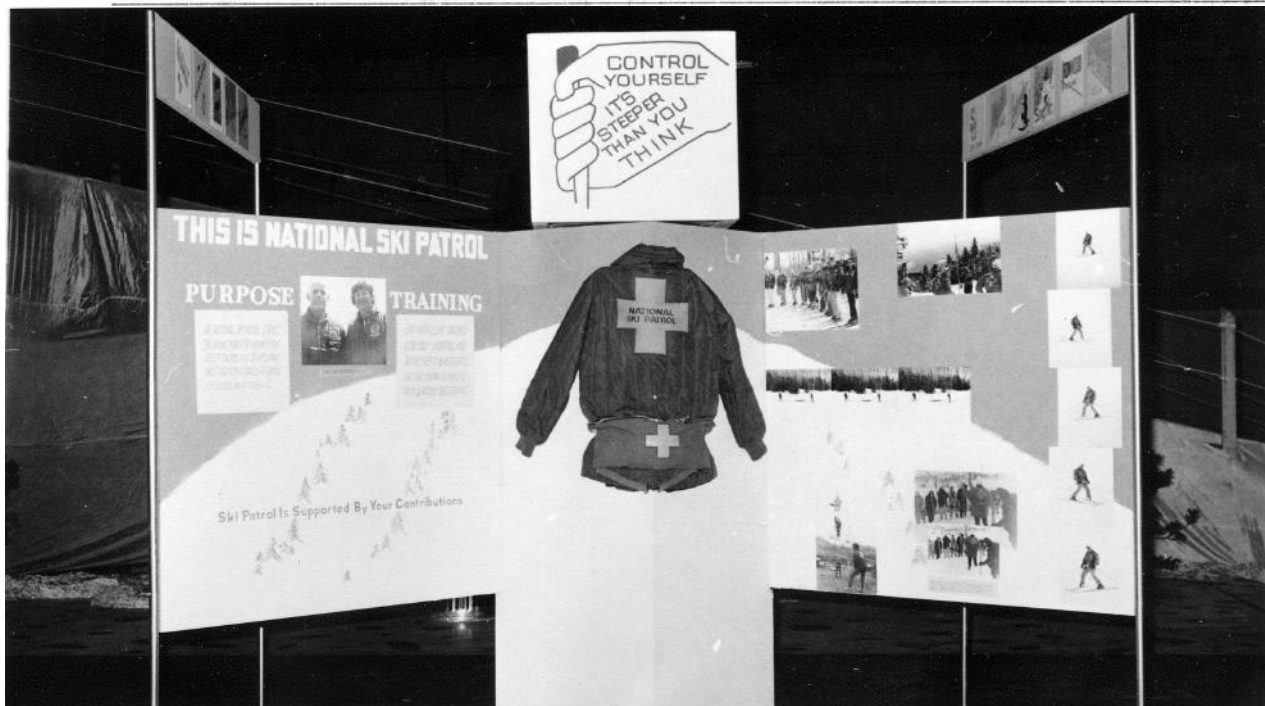
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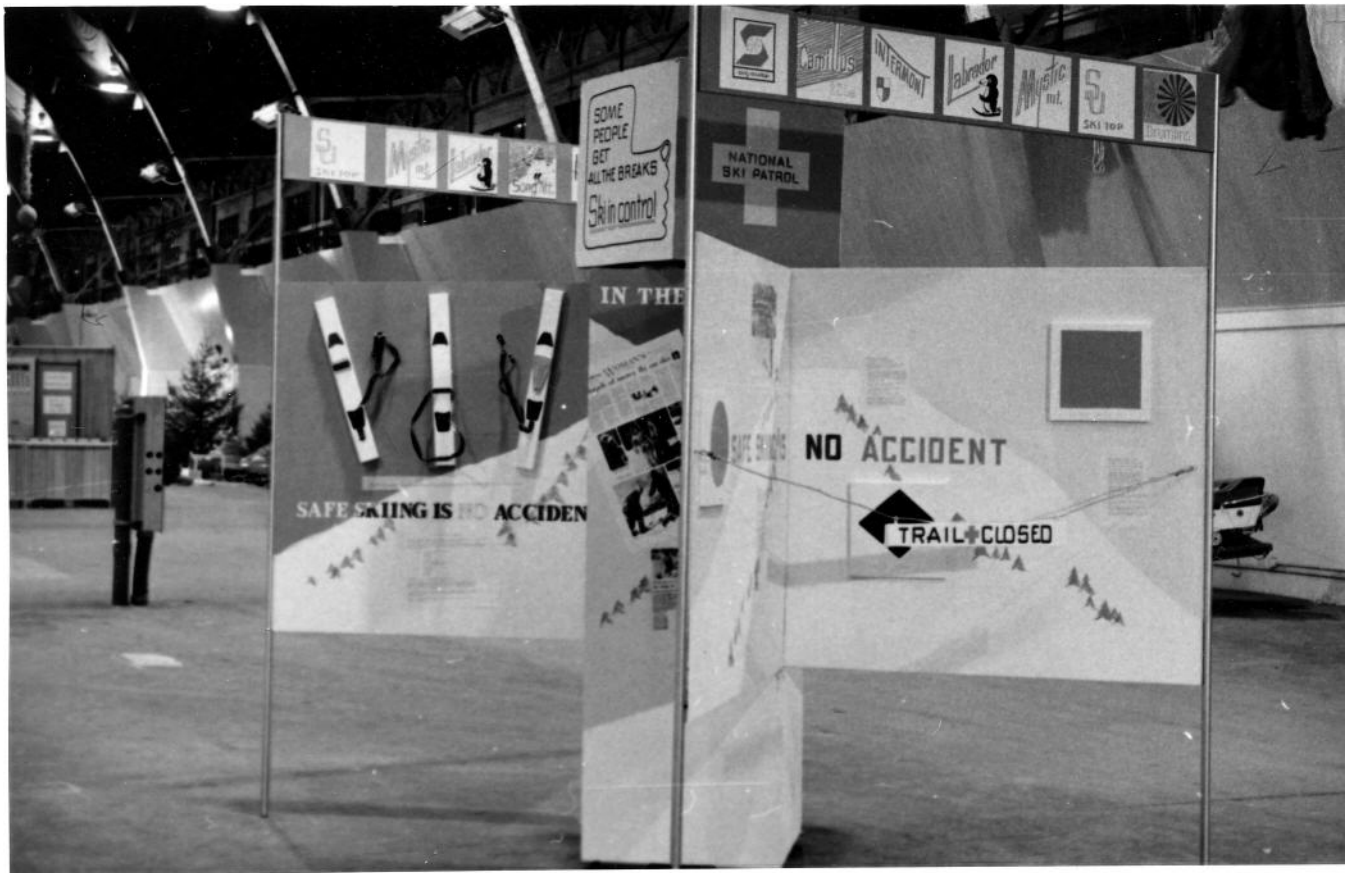
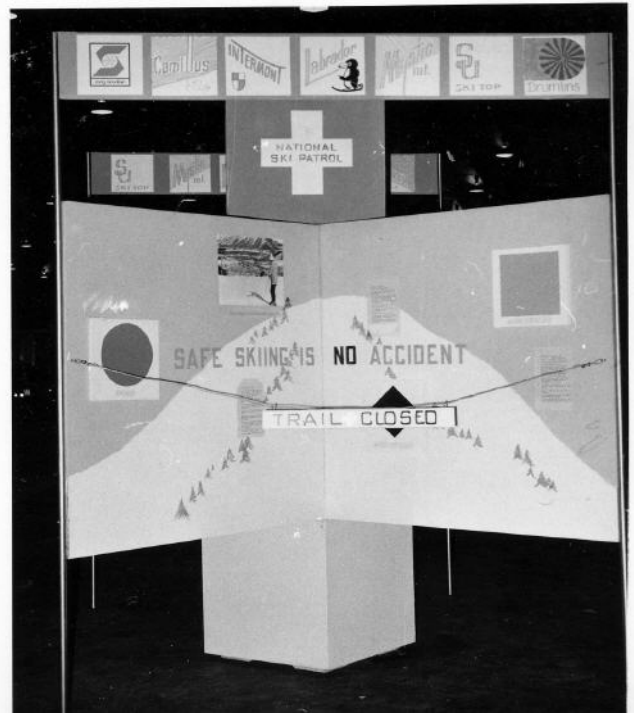


We'll Be Skiing You

Don Gallinger, right, chief of the Syracuse Section of the National Ski Patrol System, thanks Jeff Paston, left, section public information ad-

visor, and Walt Manderfield of Song Mt. Patrol, for their work on the Ski Patrol exhibit at the recent Winter Sport Show at the State Fairgrounds.







Don Gallinger, left, National Ski Patrol System Syracuse Section chief, congratulates Toggenburg patroller Paul Steiner for being awarded Purple Merit Star lifesaving award. Steiner led patrollers who saved ski accident victim's life a year ago.

Lifesaver

Ski patroller cited

By JEFF PASTON

This Christmas has a very special significance for the 26-year-old son of a Syracuse physician — he's alive and well to celebrate the holiday.

A year ago, Mark E. Conan III, son of Dr. Mark E. Conan, was skiing at Toggenburg Ski Center near Fabius when he fell and flipped, landing on his head and neck in what his father called a freak accident.

The efficient work of members of the Toggenburg Ski Patrol was credited with saving young Conan's life, and last week the first patroller on the

scene was awarded the National Ski Patrol System's (NSPS) highest lifesaving award, the Purple Merit Star.

Patroller Paul Steiner of North Syracuse, an engineering specialist for General Electric and volunteer ski patroller at Toggenburg for the last four years, was presented the award by Donald Gallinger of Marcellus, chief of the Syracuse Section, NSPS.

In his letter to the Toggenburg Ski Center commending the patrol's actions, Dr. Conan said that Steiner "immediately recognized that (Mark's) injury was serious and involved

his central nervous system. Paul Steiner did the one most important thing — he kept (Mark's) head immobile."

"From what we learned subsequently, I'm certain that if his care had not been so superior, (Mark) might have lost his life, or certainly would have been a quadriplegic," Conan said.

Patrol members Phillip Resch of DeWitt, Tad Trespasz, a junior patroller from Fayetteville, and Bill MacDonald of DeWitt were also cited for their assistance. Other Toggenburg patrollers joined the four in lifting young Conan into a Stokes litter and carefully carrying him to an ambulance.

Steiner said the accident occurred at the bottom of the Toggenburg slope in front of the ski center lodge. He said he recognized the young man's problem while taking ski pole straps from Conan's hand — the arm and hand lacked normal muscle resistance. Conan had broken or dislocated most of his neck bones, it was later discovered.

Dr. Conan said his son had skied for 15 years when he fell last Dec. 23.

"It looked like ski patrol would put more purpose into skiing," Steiner observed, commenting on his reasons for joining the patrol. After completing Red Cross and NSPS first aid courses, and ski patrol skiing tests, Steiner became a member of the Toggenburg patrol.

12/23/74

Skilled ski patrol dedicated to making slopes safe for everyone



Song Mountain patrolter Ron Marks of Jordan offers hand to little girl.

As the first rays of the morning sun touch the glistening snows, the hum of machinery can be heard and a lone figure rides the lift to the top of the ski center's hill. Before most Central New Yorkers have finished breakfast, gathered the children and loaded the car for a weekend day of skiing, a member of the National Ski Patrol is out checking for potential hazards while opening trails for the day.

And in the afternoon with the last glimpses of an orange sun disappearing behind the horizon, men and women of the ski patrol carefully "snowplow" (a skiing technique) their way down the shadowy trails checking for anyone injured or lost. Others skiers are headed for home, but the patrol has this one function left to be performed in the chilly afternoon air: "sweep," named for the action of "sweeping" the trails clean of anyone left behind.

Last to Leave

First on the slopes in the morning, and last down in the afternoon, ski patrolters are dedicated to making the sport they enjoy safer for everyone else. These are long days for the 24,000 members of the mostly volunteer National Ski Patrol System and the more than 325 patrolters who ski at the eight ski centers that make up the Syracuse Section of the NSPS.

Patrolters are called upon to ski more runs than the average skier to insure that every trail is adequately covered at regular intervals. Then, when everyone else is tired and headed home, the patrolter must gather the strength to take one more run for the "sweep."

Skiing technique, including ability to pull a rescue toboggan, is part of the training expected of the men and women who join patrol.

Many Hours of Training

Patrolters also must take 32 hours of Red Cross aid, 12 hours of ski patrol on-the-hill winter first aid and an eight-hour annual first aid refresher each fall.

At the refreshers, patrolters learn about using specialized first aid and rescue equipment, and how to evacuate themselves and the public from stalled chairlifts. The breezy autumn day of refresher is a contrast from the cold winter day a chairlift might have to be evacuated.

Occasionally, chairlifts do have breakdowns. While you're sitting and waiting for the lift to start up again in the cool, chilling wind, a man or woman wearing the familiar rust parka with the large gold cross on the back skis down the slope below to reassure you that the lift will be moving soon. If not, the same patrolter would be joined by others in lowering you safely from the chair.

Warning Sign

Coming over a snowy crest while skiing, you may be gripped with a moment of apprehension if you happen to see several sets of crossed skis ahead. It's the warning sign that someone has been injured. But, comforting that person is the patrolter in the rust parka, performing necessary first aid before transporting the injured to the patrol room by toboggan.

"There is a need for the service patrolling provides."

noted Don Gallinger of Marcellus, section chief of the Syracuse Section. "Patrolters today are on the slopes to do a job. Like rescue squads and ambulance corps, our members are dedicated, and willing to work hard for the satisfaction of serving."

Service in the name of safety also means non-skiing duties.

Patrol Room Duty

While the public is enjoying the slopes, patrolters take turns on duty in the patrol room, a small-scale infirmary with first aid supplies and beds. Other functions away from skiing include public relations endeavors on behalf of ski safety.

"In the Syracuse Section, we have promoted ski safety through the newspapers and radio, safety signs posted prominently at local ski centers, and through an exhibit displayed at local shopping centers," the section chief said.

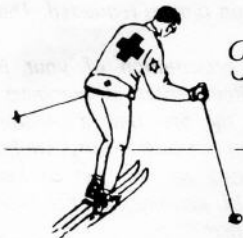
This year, patrolters demonstrated first aid skills at the Central New York ski show at the State Fairgrounds put on by the Onondaga Ski Club, and during the winter season, patrolters will be checking bindings on privately-owned skis at many ski centers to insure proper adjustments.

Syracuse Section ski patrols include Labrador Mountain, Song Mountain, Toggenburg, Mystic Mountain, Ironwood Ridge, and Skaneateles, Camillus and Cazenovia ski clubs.

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Division Director
DON PAGE
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Editor
THOMAS A. LUDWIG
9 Kilmer Road
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Don Gallinger, left, SC Syracuse Section, and Jeff Paston, section Safety Advisor, put finishing touches of paint on new Syracuse Section ski patrol exhibit to be displayed this fall and winter at Central New York ski shows and businesses. The 8-foot high exhibit features a continuous slide presentation, wood mockups of skis (to show safety straps and anti-friction plates) and trail signs, and photographs to show patrol activities.



November 1978



Myla E. Greene, R.D. Central NY, accepts first place trophy from Werner J. Kuhn, R.D. Southern NY, for Syracuse Section Exhibit at Eastern Division 1978 Fall Forum.

The Syracuse Section patrol exhibit surpassed all entries and won first place at the Eastern Division 1978 Fall Forum. A trophy was awarded to Myla E. Greene, R.D. Central New York, by Werner J. Kuhn, R.D. Southern New York, Host Region of the 40th year Super Celebration held at Swan Lake, N.Y. September 22 - 24.

The exhibit was owned originally by Syracuse University and discarded after a mangling accident. An enterprising Public Relations oriented patroller recognized its potential and claimed it for Syracuse Section. Using the talents of fellow patrollers, the exhibit was repaired and transformed from an academic theme to a patrol exposition. Since 1974 it has been displayed publicly at Ski Shows, in bank lobbies, and in various shopping centers in the Syracuse area.

The first prize trophy is an appropriate recognition of the efforts of the originators of this exhibit.

JUL 15 1975



NATIONAL NOTES

FROM THE NATIONAL OFFICE NATIONAL SKI PATROL SYSTEM, INC.
FEBRUARY 1976

Where Is Skiers Code? Editorial Prompts Action in East

by Jeff Paston
 Ski Safety Advisor
 Syracuse Section
 Eastern Division

"Where is Skier's Code?" It is now posted at every lift and lodge in the Syracuse Section of NSPS thanks to an editorial appearing in the September, 1975, issue of National Notes.


The editorial, written by Bob Thomson, ESA president, hit home with me and other Syracuse section members. A proposal for a metal sign with a modified code was presented to S.C. Don Gallinger and the Syracuse Section patrol leaders.

The idea was unanimously accepted, and soon the section developed "Courtesy = Safety," an 11" x 17" aluminum sign with dark blue lettering on a yellow-gold background.

COURTESY = SAFETY

1. Look uphill for skiers before starting from a standstill or when entering from another trail.
2. Do not stop where you will obstruct a trail or lift, or cannot be seen.
3. Keep to the side of the trail when walking or stopping.
4. When overtaking another skier, alert the skier of your presence.
5. Pass to the right when meeting a skier coming from the opposite traverse.
6. Wear safety straps to prevent run-away skis.
7. Keep off closed trails and observe area regulations.

YOUR SKI PATROL REMINDS YOU
 "Safe Skiing Is No Accident!"

 NATIONAL SKI PATROL SYSTEM

The sign includes seven tips the average skier should follow to make skiing safe and more enjoyable. These tips are modifications of the National Skiers Courtesy Code. The sign concludes with the slogan, "Your ski patrol reminds you 'Safe Skiing is No Accident!'"

Posted at every lift, and several in every lodge in the 10 areas of the Syracuse Section of Central New York State, the sign will remind the public of the courtesy often forgotten, as Thomson pointed out in his editorial.

The section is making the signs available to all patrols and ski areas at the nominal price of \$1.50 each. Signs can be ordered FOB through Don Gallinger: 111 Hall Ave., Marcellus, N.Y. 13108. Shipping costs of \$1 should be added to each group of one to 10 signs.

Herald-American
10/29/78

Thrills, spills

There's not a flake of snow to be seen, but skiing is in the spotlight at the fifth annual Downhill and Cross Country Ski Show and Sale at the State Fairgrounds. At left, Tony Sgro, professional skier at Song Mountain, 'hot dogs' it in a demonstration of freestyle skiing. At right, Steve Laffer of Labrador plays victim while Jeff Paston and Fred Ferguson of Song Mountain act as rescuers in a ski patrol demonstration. The show, sponsored by the Onondaga Ski Club, continues today from noon to 7 p.m. at the Art and Home Center.



Herald-American photos by John Dowling

Mascot Name Selected

NATIONAL
PATROLLER
April, 1978

A Minnesota ski patroller has received two sweater pins in the likeness of the St. Bernard mascot he named in a nationwide "contest" sponsored by Syracuse Section, Central N.Y. Region, Eastern Div., NSPS.

The St. Bernard, described in the February 1977 issue of *National Patroller*, has been named "Rusty" by John R. Hessey of Wayzata, Minn. Hessey, 80 years of age, Central Division's oldest active registered patroller (retired as tennis and golf pro only four years ago) based the dog's name on the rust-colored parkas of the NSPS.

The dog, wearing a Ski Patrol belt and skis, was adopted last year as a symbol of ski safety by the Syracuse Section after it was offered to the section by its developer, Dick Charles of the Toggenburg Ski Patrol.

Mr. Hessey's entry was one of numerous names submitted to former Syracuse Section chief Don Gallinger. Gallinger stated that other names submitted included Skip, Bernardski and Sloper.

-- Jeff Paston

John Hessey, Wayzata, Minn., who won the nationwide contest for naming the Syracuse Section mascot "RUSTY."



RUSTY



NATIONAL PATROLLER
 APRIL, 1978

Ski Safety Signs Again Available

With more than 500 ski safety signs now on display at ski areas across the United States, the Syracuse Section of NSPS is again making them available to interested patrols, sections, regions and divisions.

The bright yellow aluminum sign has brought commendations from numerous patrols and patrol officials. The Syracuse Section developed the sign after an editorial in the September 1975 issue of *National Notes* (*National Patroller*) asking whatever happened to the Skier's Code. It was realized that new skiers have not been introduced to the basic common sense rules of the slopes and that a sign posted at prominent locations would be a good means of informing the public.

The 11" x 17" sign has large

blue lettering on the yellow background proclaiming that "Safe Skiing is NO Accident." The sign suggests such safety tips as looking uphill, not blocking trails or lifts, calling out when passing another skier, filling in sitzmarks, and wearing safety straps and adjusting bindings. The sign concludes with the message "Your Ski Patrol Reminds you Courtesy = Safety."

This is the third year that the Syracuse Section has offered the sign, available at the nominal price of \$1.50 each (FOB) from: Syracuse Section Ski Safety Advisor Jeff Paston, 2002 Teall Avenue, Syracuse, N. Y. 13206. Shipping costs of \$1 for each group of from one to ten signs should be added to the order.



Song Mountain patroller Jinny Hill of the Syracuse Section-NSPS displays yellow and blue aluminum ski safety sign again being offered by the section.

Herald-Journal Jan. 4, 1979

Ski Patrol does yeoman service

By BOB WALL

Forty years of service to the skiing public. That is the record of the National Ski Patrol System. In early 1938, a New York Insurance broker, Charles Minot (Minnie) Dole, approached Roger Langley, president of the national Ski Association, concerning the problem of ski safety and rescue, and later that year the NSPS was organized as a committee of NSA.

Dole's interest in ski safety developed after he broke an ankle in 1936 while doing some bushwhacking ski touring with a friend, Frank Edson, and their wives. Edson found Dole laying helpless in the snow. He stayed with the injured skier while their wives skied down an abandoned road to seek help. They met a local resident and asked for assistance. He replied that anyone so foolish as to ski deserved whatever fate offered and went on his way. The women located a dilapidated barn and removed a piece of metal roofing which they hauled back to the accident scene. Dole was loaded on this makeshift toboggan and painfully evacuated.

Minnie's experience with his broken ankle, and the death of Frank Edson in a similar ski accident a few weeks later, made him realize the urgent need for an efficient ski rescue organization. Dole became the first chairman of the Ski Patrol Committee. Under his leadership a tremendous organizational effort was staged. In 1941 the first National Ski Patrol Manual was published. This manual outlined the basic organizational structure that exists today and included a list of qualifications on first aid and ski ability.

During World War II, Minnie Dole was instrumental in the forming of the 10th Mountain Division. The famed Ski Troopers distinguished themselves in combat in the mountainous terrain of Italy.

After World War II, thousands of sets of skis, boots, poles and clothing were declared surplus by the Army and sold at bargain prices.

This new group of skiers outfitted in those white seven foot skis and outlandish boots were the customers that fueled the post war growth of ski areas in America. Just 10 years after the founding of the first ski patrol committee there were 193 Ski Patrols consisting of about 4,500 registered patrollers on the slopes.

The NSPS continued its growth in numbers and programs during the 50's, 60's and 70's. Avalanche Rescue, Junior Patrols, Olympic Patrols, Emergency Medical Technician, Cardio-pulmonary Resuscitation and the publication of a Lift Evacuation Manual were some of the expanded programs taken on by the NSPS.

Locally, the Syracuse section of the NSPS has continued a ski safety program initiated last season. A dedicated group of patrollers in their familiar rust colored parkas are testing release bindings at local ski areas.

Under the direction of Jeff Paston, the patrollers inspected 57 sets of bindings at Labrador Mountain last Saturday . . . 23 bindings were found faulty after a visual inspection. Such obvious defects as the lack of or faulty anti-friction pads, loose adjustment and a complete lack of boot and binding compatibility were pointed out to the skiers. The majority of the bindings that passed the pre-test were found to be in good operating adjustment. Paston and his committee have scheduled free binding checks at Song Mountain this weekend, Cazenovia Ski Club on Jan. 13-14 and Mystic Mountain on Jan. 20-21.

The Song Mountain patrol will be the first in CNY to be radio-equipped. The Song Patrollers will carry walkie-talkies to maintain communication with one another on the slopes and the ski patrol room. This should cut down on the elapsed time from a reported accident until a patrolman can be on the scene to offer assistance. Fred Ferguson of the Song Patrol has been appointed

director of Tele-Communications for the Syracuse section and is in charge of the new radio system at Song. The radio system will also enable a patrol leader to distribute his patrollers around the mountain so that they may better monitor the activity on each slope.

After 40 years of continuous service the NSPS is still expanding its safety and rescue programs. The Syracuse Section is a leader in innovating and implementing new programs.

Members of the Onondaga Ski Club and the Syracuse Ski Hawks will be at Greek Peak on Saturday to participate in the annual NESCA Slalom Races. The local skiers will compete against skiers from Rochester, Auburn and Utica. Diane Krayenhof says there are still a few empty seats on the chartered bus that will leave Northern Lights at 7 a.m. Saturday. Call Diane at 463-1059 to reserve a seat.



Fred Ferguson, National Ski Patrol official at Song Mountain, pinpoints the location of a skiing mishap raised in to his office.

Rescue radio guards Song Mountain

By JEANNE BEDNARSKI
 Suppose you're schussing down a mountain when your skis hit a mogul, sending you flying through the air. You land awkwardly, twisting your ankle in the process. As you try to stand back up, pain shoots up your leg and it quickly becomes obvious you're not going to be able to make it the rest of the way down the slope under your own steam.

Not so serious a situation. Still, it's no fun sitting on a cold mountainide, waiting for rescuers to come to your aid.

But if you were skiing at Song Mountain, improvements in the rescue system this year probably would have you off the slopes and on your way to receiving medical attention in record time.

Thanks to a new system that uses portable high frequency radios, the National Ski Patrol at Song is able to respond to accidents or other problems on the ski slopes in a fraction of the time it used to take, according to officials.

Song Mountain this year became the first local ski area to put the radio system into operation, although it has been used for years at some of the big ski resorts in Vermont and Colorado.

"This allows us to cut our response time drastically," said Fred Ferguson, telecommunications advisor for this section of the National Ski Patrol.

Ferguson said he estimates, through the use of the radios, rescuers can be on the scene of an accident in about a minute, no matter where it occurs on the mountain.

Before the new system was implemented, someone spotting an injured person on the slopes would have to notify a member of the Ski Patrol and the patroler would ride the lift to the top of the mountain, then ski down to the site of the mishap — a time-consuming procedure.

Now, Ferguson said, ski patrol members who constantly are patrolling the slopes can head for any location on the mountain as soon as they are informed of the whereabouts of an injured person.

About a dozen members of the Ski Patrol are out on the slopes at any given time and with the radio in hand, they can be directed to the site of a nearby accident.

"On a day like today," he said, referring to the heavily falling snow, "you can ski right by and not see someone." But through the use of the radio, once an accident is spotted by a member of the Ski Patrol or reported by another skier, help can be on the way to an injured person in a matter of seconds.

Actually, there are few mishaps on the ski slopes where such speed is necessary, but there are instances where "the first

few minutes are critical," Ferguson said. Even when that is not the case, skiers can find comfort in the knowledge should they ever require the services of the Ski Patrol, there will be someone there to offer assistance and medical aid, he pointed out.

William Rogers Sr., patrol leader, said the radios, similar to what policemen use, can be a boon to members of the Ski Patrol as they make their rounds of the ski slopes for reasons other than responding to injuries.

In fact, one job of the patrolers is to help prevent accidents. If, for example, a member of the Ski Patrol discovers a hazard or dangerous condition on a particular trail, he can notify immediately the proper authorities to have the situation corrected, or the trail closed down, if necessary.

But the most important value of the new system, he agreed, is in getting to injured persons as quickly as possible.

"It never rains but it pours, and on a day like today, when conditions are poor and visibility is so limited, there is apt to be a large demand for our services," Rogers said.

He emphasized there are few serious accidents — the most common injury by far is dislocated thumbs when skiers fall and fail to let go of their ski poles — but that any injury on the slope is tended to on the spot with first aid procedures.

"Injuries are treated as the worst thing they possibly could be," he said, because it prevents compounding an injury.

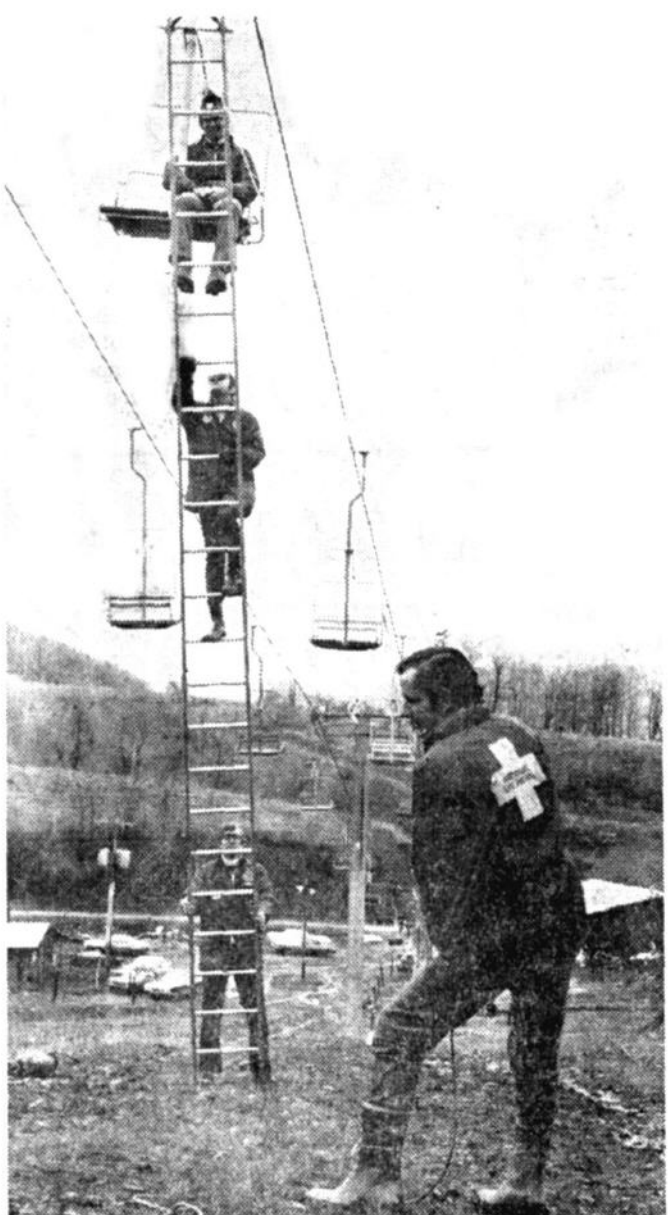
He said all members of the Ski Patrol have completed an advanced emergency first aid course from the Red Cross and undergone CPR (cardiopulmonary resuscitation) training. In addition, some also have qualified as emergency medical technicians.

Members of the Ski Patrol carry with them all types of medical supplies necessary to take care of any "life-threatening emergency," such as severe bleeding. Rarely, however, is such treatment necessary, since most accidents are of the minor variety, he said.

Rogers said he has found most skiers are injured as a result of "getting in over their heads" — a novice tackling an advanced slope, for example — or not being in proper condition, especially common at the start of the season each year.

He said other accidents happen most often when a skier is tired or hungry, but postpones taking a break in favor of making "just one more run."

The real desire of most members of the Ski Patrol, he said, is "you don't have to make use of our services."



Coming Down

A new technique for evacuation of customers from chairlifts was demonstrated and practiced the Song Mt. Ski Patrol Sunday. Insurance companies have recommended that ski areas use ladders for quicker evacuation from lower levels of a stalled chairlift. At higher elevations a rope and seat are used. Practicing the new method are Vern Williams of North Syracuse, foreground holding the ladder steady with a rope; Miles Murphy of Fayetteville on the chair; Fred Ferguson of North Syracuse on the ladder;



National Patroller
Summer, 1979



The Syracuse Section of the National Ski Patrol System in cooperation with the local Red Cross chapter provided first aid coverage for the recent spring pre-Olympic 10-mile race through the streets of Syracuse, NY. The foot race was sponsored by the local YMCA, newspaper and Crouse-Hinds Corporation. In the center photo, runners start out through downtown streets. Waiting to provide aid at the finish line [left photo] are Toggenburg Ski Patrol leader Gerald Mahoney and former Syracuse Section chief Barbara Gerber. Discussing first aid arrangements with the Syracuse Police Department's mounted patrol is alternate section chief Jeff Paston [right photo]. While it was unusual to see Ski Patrol operating along city streets, athletes and the public -- many of whom had never seen Ski Patrol -- got a close-up look at the NSPS.

(Photo credits: YMCA, left and right; Syracuse Herald-Journal, center)

THE POST-STANDARD

FRIDAY, DEC. 21, 1979

D

TRAILSWEEP Sept., 1979

Page 8

g — and Risky

By JOHN F. BONFATTI

75% of all bindings checked during Binding Safety Check Clinics held by the Syracuse Section in the 1978-79 season did not meet recommended safety standards.

This startling discovery was revealed by Ski Safety Advisor Jeff Paston, who conducted nine clinics at four of the Syracuse Section's seven ski areas.

Paston noted that much of the problem was related to lack of routine maintenance by skiers and a failure to routinely visit ski shops for binding inspections or upgrading.

A total of 328 bindings were inspected during the season. This figure is about half of the bindings checked the previous season due to bad weather conditions and a lack of patroller availability to conduct clinics. Also, two areas that participated the year before did not participate last season.

Of the 328 bindings inspected 112, or 34 percent, failed the pre-check. (Thirty-eight toe-heel bindings, or 11.5 percent, had no anti-friction devices (AFDs). Fifty-eight bindings, or 17.5 percent, had bad or worn AFDs. Six skis inspected were found to have boot-binding incompatibility, and 14 more had other assorted binding adjustment or mounting problems.) Sixty-six percent of all bindings inspected, 216 bindings, were tested on the Lipe Release-Check machine. Of these, 134, or 62 percent of those tested on the machine and 41 percent of all bindings inspected, had higher than recommended settings on toes, heels, or toe and heel adjustments.

The clinics also revealed one small local ski shop was reportedly failing to install anti-friction devices on new and used skis it sold and repaired.

"In talking to the public, we discovered that many skiers failed to realize the importance of the anti-friction device and of routine cleaning and lubrication of bindings," Paston said. "It was not surprising to find rough teflon pads and non-operating Lipe Skiders (due to a lack of lubrication), and frozen solid bindings that had attracted ice build-up because of dirt in the bindings. I think we made a lot of believers because of these clinics."

Binding check clinics were held at Song Mountain, Labrador Mountain, Mystic Mountain and Cazenovia Ski Club.

MANY CENTRAL New Yorkers spend winter weekends on the ski slopes.

They ski to get exercise, to get outdoors, to do something as a family, or with friends, and to experience the exhilaration of shooting down a snow-covered slope in the cold winter air.

Alpine, or downhill, skiing is an old sport — but modern times have wrought changes in it. Veterans and new skiers should know that a new law governing liability in ski accidents has taken effect.

Ski Guide, Page D-3

Like driving and flying, skiing has attracted so many people that regulations are required to ensure safety for participants — and protection from lawsuits for operators.

Alpine skiing, as common sense and the back of any ski ticket will tell, is a hazardous sport. Until recently, the law has presumed that the skier alone assumed the risk for whatever happened to him while skiing.

But in June, 1978, the Vermont Supreme Court ruled against a ski resort owner, and in favor of a skier injured in an accident on the slopes. The skier had sued Stratton Mountain, a ski area in Vermont, after being paralysed as the result of an accident there.

The ruling, according to National Ski Patrol alternate sectional chief Jeff Paston, "was a shocking thing to operators."

The court's decision, he said, made ski areas fair game for any skier who injured himself while skiing.

Insurance rates climbed. And the combined pinch of higher fuel bills and insurance rates drove some small owners out of business.

Paston said what was needed was legislation to clearly define the rights and responsibilities of both the skier and the operator.

In New York, this legislation took the form of the "Safety in Skiing Law" passed in 1978.

"The basic intent is to give a code of

conduct for the downhill skier and the operator that will minimize the risk of injury," said Paston. "For the first time, it was written that a skier must do certain things (on the slopes) and if he doesn't, he's personally held liable."

While the law became effective at the start of this year, operators were given extra time to comply with the law. All, however, should be operating according to the provisions of the law by this season.

What changes will be seen at your favorite area because of the law?

Joseph Kohler, president of the Ski Areas of New York association and Canandaigua's Bristol Mountain, said that "responsible areas were already adhering to most of the provisions" of the law.

The law mandates that warning signs in ski areas statewide be standardized.

The top of any slope must now be marked with a sign indicating the difficulty of the terrain: a green circle indicating the easiest slopes; a black diamond marking the most difficult ones, and a blue square indicating the slope so marked lies somewhere between the two extremes.

Before the legislation took effect, some ski areas had their own trail marking systems. Now all areas in New York will have the same signs.

And while some ski areas have used ropes or sandwich boards to indicate a closed slope, all must now post standardized signs. The symbol for the closed slope is based on the European traffic sign motif. It is octagonal and features a crossed-out skier within a red border.

Another new sign tells the skier the next section of a trail is closed. It is triangular and contains an exclamation point.

An orange and black striped pole warns skiers of man-made obstructions (snow-making or timing equipment or pipes, for example) in the terrain.

The law also requires the posting of a centralized sign indicating where the trails, lifts and emergency services are located in the area.

Areas will now be required to inspect each slope at least twice a day. Staff members must list in a log the general surface conditions at the slope, and the existence of any obstacles.

Syracuse Herald-Journal, Mon., Oct. 20, 1980



OUTSTANDING PATROL. The Song Mountain Ski Patrol has been named the "Outstanding Ski Patrol" in the National Ski Patrol System's Eastern Division for 1980. The patrol, a portion of which is pictured here, is one of more than 300 patrols in the

Eastern Division. In winning the competition, the Song Mt. Ski Patrol was placed in nomination for the outstanding patrol in the entire National Ski Patrol System. William Rogers of Liverpool, standing third from right, is the patrol director.



Feb. 1980-- *l to r, front:* Fred Ferguson, Mary Ann Katopes, Wendy Bethel, Walt Manderfield, Chuck Dozier, and Jeff Paston; *2nd row:* Dick Charles, Miles Murphy, Edie Cook, Shirley Gallinger, Vern Williams, Bill Rogers (PL), Gene Smith; *back row:* Joanne Mahalick, Brian Wood, J. Heller, Kay Logan, Jack Hayes, Karen Krichbaum, Kurt Hill, Tom Koon, Ron Marks, Harold Hill, and Howard Bethel.

1980



SAFETY ON THE SLOPES. William Rogers of Liverpool, patrol leader of the Song Mountain Ski Patrol, admires the "Outstanding Ski Patrol" wall plaque presented to the Syracuse Section of the National Ski Patrol System last evening by Robert Klos of Manlius, Central New York Region director of the National Ski Patrol System. Song Mountain's 70-member patrol won the award over the Eastern Division's 300 patrol units, composed of 8,000 members. The Song Mountain patrollers also are in contention as the nation's top patrol in the National Ski Patrol System. That award will be announced next month at Stratton Mountain, Vt.

HJ 1/14/80

Metropolitan



Herald-Journal photo by Dave Lassman

IN THE OLYMPIC SPIRIT. Ten members of the National Ski Patrol System "rollerskied" a path through the waterlogged streets of downtown Syracuse this morning as part of their cross country trek to Lake Placid for next month's Winter Olympiad. Escorted by a pair of Syracuse Police cars and a horse patrolman, the five-man, five-woman contingent stopped off at City Hall for a brief gathering with officials. The group will be honored by the town of

Cicero on Wednesday before heading north to Watertown and eventually to Lake Placid by Jan. 24, according to Jeff Paston, local representative of the National Ski Patrol. Since leaving Los Angeles on Sept. 20, their mission has been to raise funds for the U.S. Olympic Nordic Skiing Team, the Lake Placid Olympic Committee and their own ski patrol system.

WINTER, 1980

TRAIL SWEEP

Page 7



NEW EXHIBIT. Syracuse Section Public Information Advisor Kay Seibert thanks ASC Jeff Paston (left) and T&T Advisor Steve Laffer for their efforts in designing and constructing new section exhibit for display in local shopping centers and at ski shows. The new exhibit promotes the NSPS and skiing safety, and replaces larger exhibit that won first place award at 1978 Eastern Division Fall Forum.



Exhibit designed by J. Paston
Built by J. Paston and S. Laffer

Summer 1979



1979



1983- Exhibit designed by Jeff Paston and Kathy Mortensen. Most photos on display by Paston.

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Fall 1981

The Official Newspaper of The National Ski Patrol System, Inc.
2901 Sheridan Boulevard, Denver, Colorado 80214

Syracuse Section seeking seniors

Recognizing that the Senior Ski Patroller testing process has caused much apprehension among senior candidates, the Syracuse Section of the National Ski Patrol System has initiated a comprehensive program to "sell" the senior concept and attract many more candidates.

The program, which begins fall, 1981, seeks to combat the psychological stress — artificial or real — many candidates claim to face when trying to attain the senior status. In a massive recruitment drive, candidates are being told that self-improvement is the only consideration when taking the senior program, even though there may be other benefits. Candidates are being told that while it would be nice if they attain the senior level, the skills they learn from the program are just as rewarding and may help them attain senior in a subsequent test.

In addition to "pep talks" being given at the fall refresher, a Section recruitment officer is individually speaking to potential candidates. The Section administration has designed a poster (accompanying this article) to

stimulate potential candidates to make an effort to attain senior status.

The Syracuse Section program has come at a time when senior candidates are at an all-time low. The program, according to Section Chief Jeff Paston, is expected to greatly increase the number of patrollers who will try for senior status this year.

The Section's first aid and T&T advisors, Fred Ferguson and Steve Laffer, are working closely together to develop and implement a senior training course, which will refresh candidates on first aid and skiing skills and show them what is expected on the test. Senior examiners will be available at local ski areas this winter to provide training to candidates.

Besides an anticipated change in the attitude of the candidates, it is hoped that the program will bring a more relaxed approach by examiners in their dealings with candidates, changing the teacher-student approach for a patroller-patroller approach.

SENIOR PATROLLER.

Page 9



Pride. Prestige. Proficiency. Performance.

A Senior Ski Patroller is a notch above. The reason is simple. The Senior Patroller has taken the time and effort to improve. A Senior acquires advanced skills and techniques in skiing and first aid, and isn't above acquiring still new abilities. A Senior is capable of skiing any area within the Division and shows those unique qualities of leadership, advanced skills, and the ability to improvise with all types of equipment and conditions.

It is worth the effort.
Why not join the growing ranks and become a Senior Ski Patroller.
Ask your Patrol Director for more information.

TRAIL SWEEP April, 1983

RADIO SIGNALS...



How small are these radios? Well, if you look carefully, you'll see 2 of them in this photo. The Syracuse (NY) Section now has 6 of its 9 patrols radio dispatched. The Section purchased radios to start systems at

Mystic Mtn., Toggenburg, and Highland Forest, with the patrols buying additional units. Discussing the new radios and communications procedures are (left to right): Syracuse Section Telecom Advisor Don Hyde, Mystic Mtn. PL Don Cotogno, and Section Chief Jeff Paston. Other Syracuse area patrols with radio are Song Mtn., Labrador, and Syracuse Section Nordic.

CNY. SKI SHOW GUIDE 10/83



National Ski Patrol members check out new radios purchased with donations from the Ski Show. Left to right are Don Hyde, Don Cotogno, and Jeff Paston, Syracuse Section chief.

SPORTS

Ski rescuers becoming familiar with the helicopter

By Bob Wall
Skiing Editor

Nordic ski patrollers studied the use of a helicopter in evacuating an injured skier late last winter.

The Onondaga County Sheriff's Department demonstrated the Bell Jet Ranger helicopter to familiarize the patrollers with the proper procedures in working with a whirlybird. Section Chief Jeff Paston and his assistant Fred Ferguson along with Nordic Ski Patrol members Russ Little, Kurt Eckert, and Mike Wright were briefed on the operational capabilities of the helicopter by Pilot Deputy Joseph Jankowski, Observer Deputy Gary Rudiger and Sergeant George Christy.

The Sheriff's staff pointed out that "Air One" is primarily a police tool, but can be adapted for use as a rescue vehicle.

Victim must be immobilized

The Jet Ranger is not equipped with a winch, so any disabled skier must be immobilized and loaded into the front seat next to the pilot. If a litter is used it will rest over the forward seat allowing two crowded seats in the rear for an Emergency Medical Technician and the Observer Deputy. Because the patient's feet rest next to the radios and controls, it is important that the disabled skier be securely strapped to the litter.

In search operations, the patrollers noted, the density of the forest often inhibits the view of

the observer in looking for a lost skier. The craft's ability to hover over a limited area and use its large floodlight made it especially helpful in conducting night searches.

The Nordic Patrollers agreed that the helicopter would be appropriate in only the most extreme emergencies and in remote areas that are not readily accessible by ambulance or tracked vehicle. Syracuse area Alpine Patrols have little need for helicopter assistance since all local ski areas are located near major roads and ambulance service.

• • •

Section Chief Paston said "Medical Authorization Cards" for skiers under 18 are available from any patroller in the Syracuse area. If a youngster is injured on the ski slopes, permission from a parent or guardian is required in order to obtain further medical care.

The Medical Authorization Card, when signed by the responsible adult authorizes a physician, surgeon or other hospital staff member to perform any emergency medical care without delay. If your youngsters ski alone or in a school or club program where you are not present, make sure they are carrying a Medical Authorization Card in the event of a mishap.

• • •

The World Cup Races got underway last Sunday at Laax, Switzerland with a men's downhill event. This week the competition moves to Val d'Isere, France with downhill races for men

and women, a giant slalom for the women and a men's Super G.

Originally designated as a Super Giant Slalom, the name has been shortened to the Super G by the acronym fanatics. This one-run, wide open slalom was designed for competitors, like Ingemar Stenmark, to gain some combined points in the World Cup competition because they do not compete in the downhill events.

The American squad has the rare honor of being the defending champions this season. Last spring, Phil Mahre duplicated Jean Claude Killy's feat of the early 60's by capturing the World Cup Crown along with the individual titles in slalom, giant slalom and combined. The women's team brought home the Nation's Cup last spring.

They return to the slopes with virtually the same lineup that was so successful last season. Led by veteran Cindy Nelson, Christin Cooper, Holly Flanders, Tamara McKinney, Heidi Preuss and Orchard Park's Cindy Oak are in France and are raring to race.

• • •

Pro ski racer Viki Fleckenstein's proud parents, Bernie and Mooney of Fairmount, want everyone to know that Viki will be married to Richie Woodworth next fall. The couple are alums of United States Ski Team and were members of the squad during the 1980 Olympic Games. Richie and Viki have been competing on the pro racing circuit since late 1980 and are consistently among the top finishers. After their



MEDICAL AUTHORITY
(For Minors)

Printed as a public service by the Syracuse Section, National Ski Patrol.

This authorizes a licensed physician, nurse, or recognized hospital staff member to carry out medical care deemed necessary for my child in an emergency when normal permission is unavailable.

parent/guardian

parent/guardian

marriage they plan to reside in Ithaca, New York.

• • •

"Orienteering on Skis" will be presented by the members of the Onondaga Hill Masonic Lodge and the Onondaga Hill Ski Touring Club at their monthly meeting at the Onondaga Hill Masonic Lodge, 1000 Onondaga Road. The public is invited to attend the meeting and participate in the orienteering and compass practice with the group.



Final Syracuse Section Exhibit designed and built by Jeff Paston -- 1984. This one was more portable with eight panels.

TRAIL SWEEP April 1983

Ski Patrollers Train With Helicopter

By JEFF PASTON
Syracuse (NY) Section Chief

The advantages and limitations of helicopters as winter search and rescue tools were experienced first hand in late January by members of the Syracuse Section administration and Nordic Ski Patrol.

The Onondaga County (N.Y.) Sheriff's Department scheduled a presentation on their new Bell Jet Ranger helicopter to familiarize members of the Nordic Ski Patrol with proper procedures for working around a helicopter. The session was attended by Section Chief Jeff Paston, Assistant Section Chief Fred Ferguson, and Syracuse Section Nordic Ski Patrol members Russell Little, Kurt Eckert and Mike Wright. Deputies briefed the patrollers on the operation and capabilities of the helicopter and how to approach the craft.

The patrollers practiced loading a "patient" using the helicopter's transfer board, and were taken for a flight over the Syracuse area and Green Lakes State Park, one of two areas served by the section nordic patrol. The night flight also demonstrated use of the helicopter's search lights and radio equipment. A test radio call was conducted with the Song Mt. (alpine) Ski Patrol.

Participants were surprised to learn that the helicopters of the size of the Jet Ranger are limited in rescue work. Pilot Deputy Joseph Jankowski and observer Deputy Gary Rudiger, who conducted the seminar with Sgt. George Christy, noted that "Air One," the name designated for the helicopter, is mainly a police tool. However, it is available for aid to local emergency organizations. They said the helicopter as a search tool is limited by forest or building density. For rescue, the Jet Ranger can only carry a victim from one place to another using a collar, since there is no winch on the craft to raise a victim inside. To transport an injured person, Deputies Jankowski and Rudiger underlined the fact that they can only transport a stabilized patient.

The small cabin space requires that the patient lay next to the pilot on the craft's left side. Since the patient's feet rest next to the radios and controls, the feet must be securely strapped together and the patient cannot be thrashing. A patroller or EMT can sit in the helicopter's rear seat next to the patient's head, where vital signs can be taken and, if necessary, CPR and cardiac equipment can be utilized. The observer would also ride in the rear seat next to the EMT when a litter is occupying his regular position.

Since ambulance service is available to the two areas served by the Syracuse Section Nordic Ski Patrol (Green Lakes State Park and Highland Forest County Park), only the most urgent, severe cases might require helicopter transport. Highland Forest, located southeast of Syracuse, is only 10 to 15 minutes from an ambulance. Once there, the ambulance would take about 35 minutes to reach a hospital. The helicopter can make the trip from the park to the hospital in about five minutes, and can be dispatched from a cold start in 10 to 15 minutes. However, on Sundays, use of the helicopter might not be so advantageous since the crew is on call and must respond from their homes to the heliport, which could add about an hour to the 10 to 15 minutes response time.

The patrollers agreed that use of the helicopter would be ap-

propriate only in extreme emergencies. Since searches at the heavily wooded, rough terrain Highland Forest could take several hours, "Air One" might conceivably be called 30 minutes to an hour into a search.

Most injuries can be stabilized for transport by ambulance, so only the most critical cases would be considered for air transport, the patrollers noted, citing such cases as hypothermia, severe heart attack, hemorrhage, and/or internal injuries.

Use of "Air One" primarily would benefit the Section's Nordic patrol because of the remote areas it serves. Alpine patrols in the Syracuse Section have very little need for helicopter assistance since all are near major roads and ambulance services. ■

TRAIL SWEEP April 1983

REGIONAL NEWS . . .

Central New York Region & Syracuse Section To Celebrate 40 Years of Service

By a TRAILSWEEP Staff Reporter

Next season will mark the 40th anniversary of the founding of both the Central New York Region and Syracuse Section of the NSPS. In 1944, NSPS Chairman C. Minot "Minnie" Dole asked Henry Allen (Natl. #492) of Sherrill, NY to form the New York State Region, which later evolved into the Central New York Region.

Among Allen's first tasks was incorporating the Utica Section, founded in 1941 by the late Don Rowles, into the new region, and forming a new section around Syracuse. Syracusan Larry Van Alstyne (Natl. #691) was asked to form the Syracuse Section.

Now 40 years later, the Syracuse Section is making plans to celebrate the anniversaries. Section Chief Jeff Paston is coordinating the project.

What started out to be a "quick" search to find the roots of the Syracuse Section and its patrols, six months later resulted in a complete history of the entire Central New York Region. Paston completed a 30-page history of the Syracuse Section and its nine present and eight formerly registered patrols, as well as documenting the history of the Central New York Region and its present and former sections in another 20 pages.

At the request of Regional Director Bob Klos, Paston provided the groundwork for further research by the other sections within the region.

After more than six months of work, the project had to be halted as it was consuming too much time. With this report, the Syracuse Section has been completely documented, and basic data and history of the Headwaters (Utica), Southern Tier, Genesee Valley, and Lowville Sections was provided so that research could continue on patrols in these section.

The Region had grown to include the Southern Tier Section,

founded about 1946 by Ken Archibald, the Lowville Section, founded about 1946 by Fred Ramage, and the Genesee Valley Section, founded about 1948 by Dwight Hill. The Lowville Section merged with adjacent sections in 1972, and in 1977, the Genesee Valley Section became part of the Western New York Region.

In numerous conversations with present and former division directors, regional chairmen, section chiefs, patrol leaders, and patrollers, the roots of the NSPS in Central New York were traced.

The history noted such details as heroic rescues (March 1947, by the short-lived Pulaski Ski Patrol, which was reported in NSPS founder Minnie Dole's book, "Adventures in Skiing"); the first husband and wife National appointment presentations (December 1964, to William & Barbara Wadsworth, Natl. #2805 & 2806); the creation of what later became the NSPS mascot ("Rusty" was created in the Syracuse Section); and information on the incredible size of the early sections and the region (prior to 1948, the New York State Region stretched from the New York-Vermont border west to Cleveland, Ohio). ■

FALL, 1983

Computer Ski Racing Raises Funds For NSPS' Syracuse Section

Racing down a challenging ski course, carefully maneuvering around slalom poles, while all the time eyeing the nearest competitor's time on the clock is a fantasy most skiers will not ever realize. However, last season, skiers - and non-skiers - had

the opportunity to try their skill at ski racing at an innovative fund-raising exhibit run by the Syracuse Section of the NSPS at the annual Central New York Ski Show.

The innovation was the use of computer ski racing on equipment contributed for use during the weekend ski show by the local Radio Shack Computer Center. Proceeds from the games aided the Section in administration, training and equipment costs.

Approximately 10,000 people attended the annual show at the New York State Fairgrounds just prior to last ski season. Thousands of showgoers watched the bank of computer terminals as players "skied" challenging giant-slalom courses without going outside computer-generated "gates"

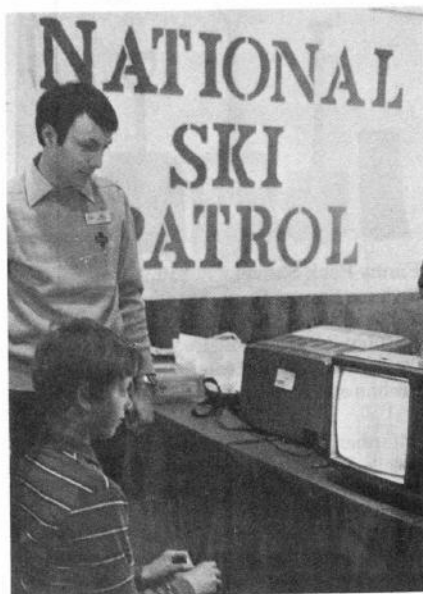
within a set period of time. About 400 people actually had the opportunity to "race." The winners - those who made it to the "bottom" in the fastest time without straying from the course - won prizes ranging from a weekend in Vermont to a dinner at a local restaurant. The prizes were contributed to the Ski Patrol by the ski show's sponsor, the Onondaga Ski Club.

In addition to the computer games, the Syracuse Section display featured ski safety tips and material promoting the National Ski Patrol System.

The Syracuse Section includes about 300 patrollers on nine patrols - alpine and nordic - in the Central New York Region of the Eastern Division.



Syracuse Section volunteers man exhibit featuring computer ski races contributed for ski show by Radio Shack. From left are Skip Mortensen, Jim Caryl, Kathleen Mortensen, and Bill Caryl.



Syracuse Section Chief Jeff Paston watches as player tries his luck at computer ski racing as part of Section's ski show exhibit.

On ski patrol

Nordic vs. Alpine Challenges and incentives differ on trails and slopes, and therein rests a recruitment problem

By RON MORGENTHAUER

FOR THE BORN-NELL SKI RUNS, there is no problem finding volunteers to patrol the slopes and ensure the safety of the skiers.

But when it comes to the recruitment of men and women who have the more tedious task of patrolling the cross-country ski trails, Jeff Paston is the general of an army with far too few soldiers.

As the Syracuse section chief of the National Ski Patrol, a position to which he was elected in 1981 by his fellow patrol leaders, Paston's primary duties are the recruitment of new ski patrolers and the promotion of first aid and safety among Syracuse-area skiers.

"Not that those responsibilities are widely known."

"Someone's got to do it," Paston said of his position. "Partially, there's some ego in it. It's a thankless job because people don't realize all the paper work that goes into it. We're never promoted. But until we actually recruit someone, no one knows about us."

Among the county ski centers, the patrolers are separated into two categories: Nordic ski patrolers and Alpine ski patrolers. The former work over the cross-country ski centers at Beaver Lake, Green Lakes and Highland Forest.

The latter patrol every downhill ski center from Song Mountain at the eastern edge of the county to Dresden in Syracuse to Greek Peak, which is just over the western border of the county. And staffing is not difficult.

"The people who patrol the Song Mountain, the Tugayehara, and the Dresden, they are long as they're on patrol," Paston said. "Now don't get me wrong. They are performing a service. Without them, people (skiers) could be in trouble. But there's a lot more people (patrolers) involved in getting from lift tickets at Song Mountain than there are people wanting to patrol Highland Forest, which is free to begin with."

The disparity in the number of Nordic patrolers vs. Alpine patrolers bears Paston's argument out. There are, he estimates, 250 men and women patrolling the Syracuse-area Alpine slopes. There are 15 patrolling the cross-country trails.

For example, Paston said, "To cover Highland Forest, you could use 12 patrolers. Now, we have fewer than 10. We need four trails, the number of people on the Nordic trails as we have now."

Because of the shortage, the shifts of Nordic patrolers average eight hours. Alpine patrolers are on duty between four and eight hours.

However, the few out on the cross-country trails find their own satisfaction.

"People in Nordic like the feeling of being one step up on another person; being one step up on nature," he said. "Cross-country is the challenge of being prepared to face nature and the wilderness and being one up on your fellow man and his skiing."

"That feeling, to be prepared and to do it, is what it's all about. I think a lot of it is based on need. And we have need, right?"

"In Alpine, you get the free lift tickets. Nordic is where you see the type of people who would join a volunteer ambulance corps. No incentives. Just a pat on the back."

But Paston is having more problems than recruitment for the Nordic patrolers. There remains a need for better telecommunication tools, the patrolers and the base stations. The side of the Nordic courses are such that a person on patrol is often unable to start the base station about a mile or so back.

"The Nordic parks are too big, and the terrain is so treacherous," Paston said.

At one time, the Syracuse Nordic Ski Patrol leader, agrees.

"We have to pay \$24 a year to be a member," he said. "That's like if a cop had to pay to patrol traffic. My wife keeps asking me, 'Why are you doing this? Why don't you take the kids out?' There are people going out there, and it's dangerous."

Talk a ski instructor at Dresden, he admits he "has not come across a situation where I considered my own safety. However, but I have opened my mouth to tell people about defective ski poles or to file a complaint. That precaution kept some bean-dogs off people."

"I know of roughly five cases in the last five years," Paston said, "where legitimate, 100 percent, if we weren't there, they'd die (the skiers) wouldn't be here. Now, was one particularly gory incident at Song Mountain. There's certainly a lot more cases where our presence helped prevent what could have been a life-threatening situation. You can call us volunteers. But that doesn't mean we don't do an important job."



Bob Stenger



Nordic ski patroler Bob Stenger on a trail at Highland Forest.

Keeping watch

Procedures, coordination key to keeping skiers and rescuers safe along cross country trails

By RON MORGENTHAUER

IT COULD BE ANYTIME of the day on the cross-country ski trails of Highland Forest.

The weather could be cold but clear, or there could be a blizzard blowing. No matter. When Bob Stenger, the patrol leader of the Nordic ski patrol, gets the call that someone is missing, there is no time to think. His reflexes take over.

"Immediately and there could be no a broken leg," he said. "Or somebody could be freezing."

There are seven steps that Stenger, a volunteer on the ski patrol for three years, takes to ensure the safe return of a stranded skier.

Which he first goes out in the morning, he asks the night watchman at the forest if there has been any indication of a lost person. The next call is by Scout troops that has reported a lost member or a car that is still parked in the lot.

The next step is to check if the skier voluntarily registered his car with the park since it's going out on the course. Car registration permits the patrol to keep tabs on who has left the ski center and who has remained.

The next two important elements of Stenger's superior park Superintendent Dave Malt and the park ranger on duty. The latter has the authority to track the license plate number and obtain the identification of the driver.

"At that point," Stenger said, "we assume he's missing on the trail. We sweep the trail to see if anyone is there; to see if the ski tracks go up the woods. If we determine that someone is missing, the trail are swept in a hasty search. If we don't turn up a person in a certain amount of time, and that depends on the weather, we call in other help."

The other help comes from Alpine ski patrol, called from the downtown ski areas, and any local members of the National Ski Patrol System, an organization founded in 1931.

"After a certain amount of time," said Stenger, whose wife Karen is also a member of the patrol, "the county parks and rescue people take over."

On Dec. 2, there were three such track search and rescues. Each time, Stenger and his patrol sought out a skier who was lost. Stenger and his patrol found them all.

"One thing we don't need is a search and rescue is a whole lot of people out there," Stenger said. "We're up looking for them."

He emphasized the need for coordination. "Initially, it's our best guess. But when it comes to search and rescue, there we all come together as a team."

In his years with the Nordic ski patrol, which patrols Highland Forest in Fabius, Beaver Lake in Baldwinsville and Green Lakes in Madison, Stenger, a music teacher at the Metropolitan School for the Arts in Syracuse, said "we have found everyone who was lost."

As a member of the patrol, Stenger serves a vital role, and he knows it.

"People ask me for advice," he said. "I just tell them to be careful and use their judgment. It makes me feel good helping."

The Sunday last year, he (Stenger) and his wife were on the morning shift and had patrolled through the late afternoon. "We were back home with our clothes soaked. Well, we took off the clothes, and just three we get a call. Someone was missing. A little girl had split up with her parents. Well, we got back to the park and helped find the girl. Even though we were cold, that helped warm our hearts."

Displays Inform and Educate the Public

By JEFF PASTON
Syracuse NY Section Chief

The Syracuse Section recently assembled a display promoting the National Ski Patrol to be incorporated into their ongoing exhibit program presented at ski shows, stores, banks, and shopping malls. The new exhibit informs the public about ski safety, alpine binding release checks, and proper clothing for winter survival.

Each panel disassembles for transport, making the display completely portable, which is a big improvement over the one built last year from a store cosmetic display rack which while attractive, proved to be too bulky for easy transportation. This feature should enable the Section to continue its program of fine educational public exhibits.



Syracuse Section's display booth both educates the public on the services of the NSPS and offers advice on ski safety and winter clothing.

1985 Trail Sweep

Spring, 1985 Trail Sweep

NSPS Mascot Promotes Ski Safety

By JEFF PASTON
Section Chief
Syracuse, NY

"Rusty," the National Ski Patrol's St. Bernard mascot, has come to life in the Syracuse Section to promote skiing safety and the Ski Patrol. Based on a successful program developed at Bristol Mountain in the Western New York Region, a costumed patroler becomes the symbol of ski safety to youngsters and ski school groups.

At Bristol, a character named "Boswell the Bear" has been used, but in modifying the program for use at the Syracuse Section's Patrols, Section Ski Safety Advisor Norm Kiehle elected to use the national mascot, "Rusty" was created in the Syracuse Section back in 1969 by patroler Dick Charles and artist Fred Thrane, then adopted as our national mascot about 1980.

The safety program utilizes "Safe Skier" buttons for young skiers who exhibit courtesy and safety habits on the slopes, and will be combined with a slide and tape presentation to be shown at ski clubs and school groups.

"Rusty" was introduced "in the fur" at Fall Forum '84, Greek Peak. He was warmly received and readily recognized this past season on the trails, making him one of the best public relations tools used in the Syracuse Section to date.



Rusty is escorted by patroler Chris Hare at Toggenburg, NY.

PHOTO BY: Jeff Paston



Rusty promotes ski safety at Labrador Mt., NY.

PHOTO BY: Jeff Paston

SYRACUSE HERALD AMERICAN

C3

Community

These avid skiers keep the slopes safe

► Song Mountain uses 52 ski patrol members. "It keeps me young."

By Anne Roth
Staff Writer

Stan Selwach was 45 years old when he learned to ski. This year, the retired engineer from Liverpool celebrates his 25th year as a member of the National Ski Patrol at Song Mountain in Tully.

Every Monday and Wednesday, he is on the slopes, ready to respond to emergencies.

Selwach, 70, credits his children with getting him interested in the sport.

"I was a widower. My children wanted to go skiing. I joined the GE Ski Club (at General Electric Co., where he worked) and started taking lessons with the club."

During a ski trip to Whiteface Mountain, his oldest daughter was injured.

"She lay in the snow for about half an hour. I decided I had better learn first aid. That is how I got into the ski patrol," he said.

Harold Hill of Jamesville, a skier for 50 years and a ski patrol member for 30, was his instructor.

"It adds to the overall enjoyment of skiing," Hill said of patrolling.

Ski patrol members spend most of their time on the slopes. They check the condition of trails, watch for reckless skiers and search for the occasional lost skier. They cover every trail and slope, from bunny hill to expert.

They are recognizable by a rust-colored jacket with a big blue cross on the back.

They post the trail conditions in the morning and update them in the afternoon.

On busier days, each member works a one-hour shift in the patrol room next to the lodge and the others are on the slopes. Each will spend an hour indoors so skiers know where to go for help.

"If a chairlift breaks down, we have to physically remove the people," Hill said.

"From then on, it's enjoy yourself as much as possible. When there is an injury, we take care of it."

Ski patrol members must be proficient in the sport and have completed courses in first aid and winter emergency care.



DICK BLUME/Staff photographer

STAN SELWACH speaks to another National Ski Patrol member via radio while on duty at Song Mountain in Tully, where he has volunteered 25 years.

National Ski Patrol

What — Members of the Ski Patrol at Song Mountain in Tully respond to emergencies. They have completed 14 weeks of first aid training to become certified in winter emergency care and classes in community cardiopulmonary resuscitation and basic life support. After hill training for six weeks, they must demonstrate proficiency in emergency care, skiing and toboggan handling. There are refresher courses each fall. Ski patrol members commit to two days of service per week.

Who — Skiers interested in volunteering should contact the ski patrol leader at the area where they ski. Pat Reap is the director at Song Mountain. They must purchase first aid supplies, which may cost as little as \$30; a patrol belt for \$19 to \$34; a jacket for \$50 to \$180, depending on quality; and complete a winter emergency care course for \$45 and an American Red Cross CPR course for \$30. Skiing is free.

Selwach said the ski patrol keeps him active. "It forces you to get out to ski in good weather and bad weather, and it keeps me young. Otherwise, I would stay home and find excuses for not going."

Both men find satisfaction in helping people. Selwach said he has helped hundreds, mostly skiers with broken legs and shoulders. Hill said serious inci-

dents, such as heart attacks, have occurred on his watch.

Chris Chapman, president and general manager of Song Mountain, said 52 volunteers are on the ski patrol this season. "It is very reassuring to know they are there and as well trained as they are," he said.

Volunteering at Song has a return. Patrol members ski free. After they've served five years,

their spouses can ski free; after 10 years, the entire family can ski free. A \$50 annual individual membership in the National Ski Patrol is paid by Song Mountain.

Bill Hamilton of Skaneateles, who has volunteered since 1984, said, "It makes skiing very affordable to us." The father of three is on duty 7 to 10:30 p.m. Tuesday and for eight hours Saturday.

"I love to ski. I like to help people. It is a nice combination. I get to do what I love and have the opportunity to help people out when I do it," Hamilton said.

"I have been on some potential accidents, where you take precautions for back injuries. Fortunately, we haven't had any fatalities."

Chapman said from 2,000 to 3,000 people ski at Song Mountain on a busy weekend day. Seven or eight people patrol. Weekdays at least two people are on patrol duty.

Shifts are 10 a.m. to 5 p.m., 4:30 to 8 p.m. and 7 to 10:30 p.m. Weekdays. Weekend shifts are 9 a.m. to 5 and 4:30 to 10:30.

"Hills are well covered because of the good communications. All carry walkie-talkies," Chapman said.

There are three patrol levels: basic, for those who have received training at Song Mountain and ski there; senior, for those who receive the same training and are tested on the highest mountain in the region; and certified. Less than a dozen skiers have achieved certified status in the Eastern Division, which includes the Northeast, Hamilton said.

"There are not many senior patrollers, either. Some people can get through first aid but not the skiing, others the skiing but not first aid," he added.

Besides Selwach, two others from the class of 1968 continue to patrol: Jeff Paston, a reporter for WSTM-TV (Channel 3); and funeral director Fred Ferguson of North Syracuse.

Paston said his motivation is to help people. "That is my nature. We want to ensure enjoyment for other people, to share our sport. It gives me a purpose."

Selwach also is a mountain climber, hiker, hunter, fisherman and cross country skier. He is a member of the 46ers — those who have climbed the 46 high peaks of the Adirondack mountains over 4,000 feet — and the Adirondack Mountain Club.

"I am an outdoor person. I enjoy the fresh air and skiing downhill with wind blowing in your face. It makes you feel good," he said. "You're on your own."

National Ski Patrol Can always Use A 'Few Good People' on the Slopes

3/9/90

SKIING IS A wonderful sport, but just like any other sport there is a measure of safety involved. Most ski areas post the Skier's Responsibility Code and most skiers follow it. However, even with the best skiers, accidents do happen.



Skiing

By Sue Slade Edmonds

The National Ski Patrol System (NSPS) was founded in 1938 by insurance broker Charles "Minnie" Dole after a tragic skiing accident claimed the life of a friend. He adopted the motto "Service and Safety," which characterizes the NSPS to this day.

The Ski Patrol was organized along the lines of the National Ski Association. Its rust-colored parka with the gold cross was officially adopted in 1947 so that patrollers would be readily identifiable. The Association is federally chartered.

The Central New York Region of the NSPS was founded in 1944, followed by the Syracuse Section at Drumlins that same year. Larry Van Alstine of Syracuse was asked to head up the Syracuse Section. Today there are more than 350 members of the Nordic and Alpine patrols serving the CNY region.

The Ski Patrol is always looking for "a few good people" to join. Their training starts in early fall. For the first year you are a candidate and must go through extensive training in the NSPS Winter Emergency Care First Aid Course as well as ski proficiency training.

If you are an EMT or have taken the American Red Cross First Aid Program, you can be assimilated into the Ski Patrol program quite easily.

Most of your time is invested in the first year. The patrollers

renew their skills each fall by attending mandatory refresher courses to assure that their emergency medical skills are up-to-date.

Training is broken up into two categories — first aid, and skiing and rescue skills. The NSPS Winter Emergency Care curriculum is now being accepted across the country as the standard winter emergency medical course for many search and rescue agencies.

Medical care training involves assessment, CPR, splinting and stabilization, oxygen therapy, and treatment of frostbite and hypothermia.

Search and rescue training includes basic mountaineering techniques to reach the person, chairlift evacuation in the event of equipment failures and search and rescue techniques for those who have wandered out of the ski area boundaries.

Evacuation training includes transportation of the injured person by toboggan or snowmobile. In the past, some patrols have also worked with the Onondaga County Sheriff's Department Air-1 helicopter for training in medi-vac evacuation of the critically injured.

The Ski Patrol also offers its members courses in mountain and avalanche rescue. Clothing, equipment, navigation, weather observation and emergency survival

are covered in this course.

Once you are a patroller, you usually patrol at a certain mountain or cross country area and sign up for a certain amount of duty hours per week. You generally get to ski for free when you are patrolling. This is one of the small benefits since you are actually working while you ski and must purchase all of your own equipment.

Jeff Paston, past section chief of the Syracuse Section, offers some suggestions that you as a skier should do if you happen upon an injury.

■ First, look around and know where the accident has occurred — what trail or slope. Note the position on the slope or trail and send someone to notify the Ski Patrol with this information.

■ Remove your skis and place them at least 15 feet above the injured person, erecting a vertical warning in the form of an X. Don't place your skis right above the injured party — they may fall. Keep the person warm, but don't attempt to move him/her. If you can offer any assistance to the injured person while waiting for the Ski Patrol — do so.

Besides rescue services, the NSPS also promotes ski safety and education.

Skier's Responsibility Code

1. Ski under control and in such a manner you can stop or avoid other skiers or objects.
2. When skiing downhill or overtaking another skier, you must avoid the skier below you.
3. You must not stop where you obstruct a trail or are not visible from above.

WEEKEND OUTLOOK

Conditions as of Thursday morning.

Four Seasons Phone - (315)637-9023 No report filed
Toggenburg Phone - (315)683-5842 No report filed
Song Mountain Phone - (315) 696-5711 Trails open-23 Base- 4-28 inches New snow- none Conditions - gm, mgs Night skiing- yes
Labrador Mountain Phone - (607)842-6204 Trails open- 17 Base- 8-18 inches New snow- none Conditions- gm, lg Night skiing- yes
Greek Peak Phone - (607)835-6111 Trails open- 14 Base- 12-24 inches New snow- none Conditions - gm, lg Night skiing- Yes

Abbreviations: co - corn snow; gm - grooming; lg - loose granular; mgs - machine groomed surface; p - powder; pp - packed powder; sm - snowmaking; sp - spring conditions; v - variable conditions.

The Post-Standard

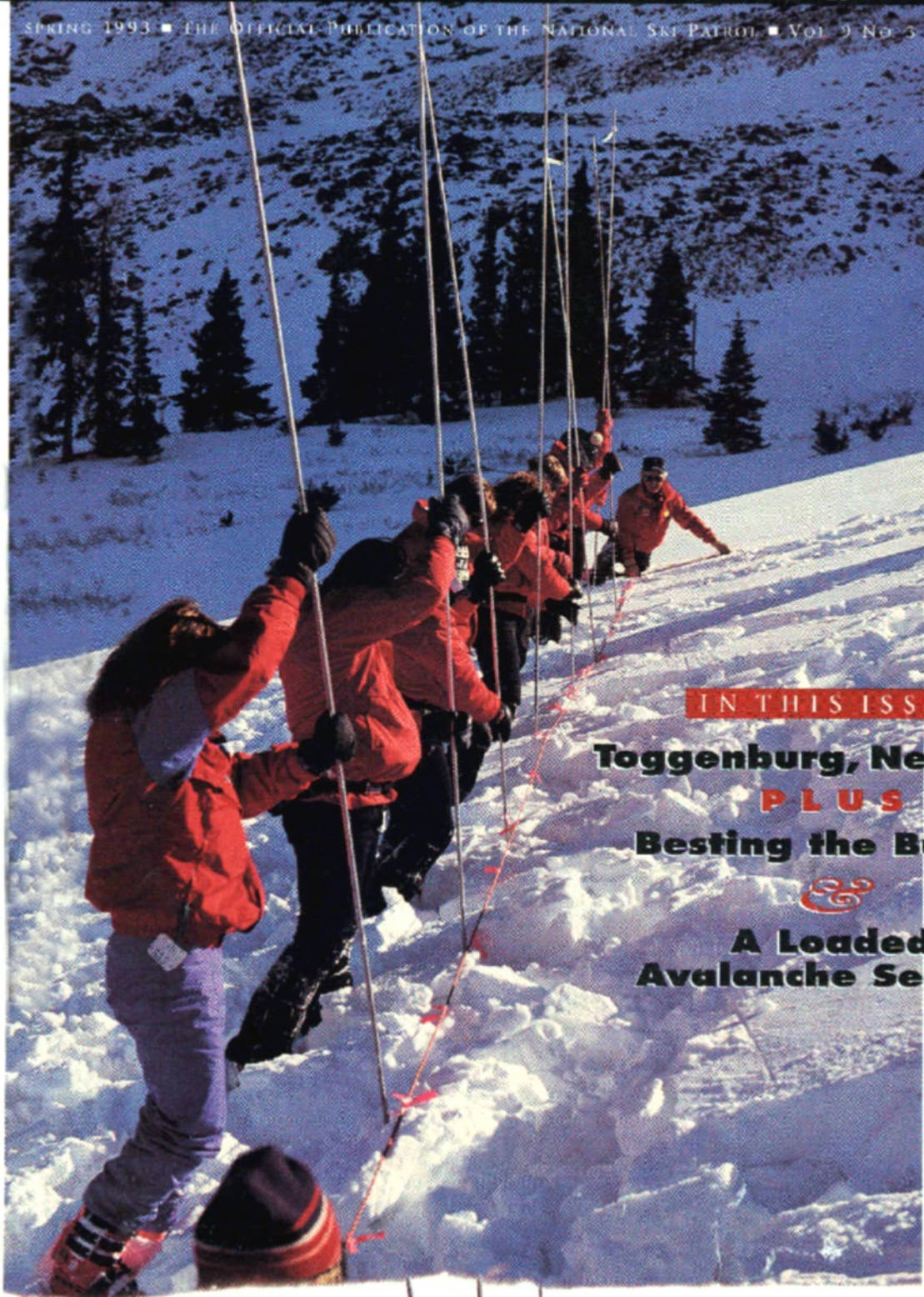
4. When entering a trail or starting downhill, yield to other skiers.
5. All skiers shall wear retention straps or other devices to help prevent runaway skis. (Most skis have ski breaks now.)
6. You shall keep off closed trails and posted areas and

observe all posted signs. This is a partial list officially endorsed by the National Ski Areas Association Ski Industries America. Sue Slade Edmonds is a contributing writer to The Post-Standard.

SKI PATROL

M A G A Z I N E

SPRING 1993 ■ THE OFFICIAL PUBLICATION OF THE NATIONAL SKI PATROL ■ VOL. 9 NO. 3



IN THIS ISSUE

Toggenburg, New York

PLUS

Besting the Bumps



**A Loaded
Avalanche Section**

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Toggenburg Ski Center

A Family Treasure

by Patricia S. Bragle

On my way to Fabius, I admired the peaceful, pastoral scenery and the rolling farmland of Central New York State. This really is snow country. My western New York hometown of Buffalo may have a reputation for the white stuff, but locals know that at 110.5 inches, Syracuse averages a foot and a half more snow each year than Buffalo.

Twenty-five miles southeast of Syracuse, Toggenburg Ski Center not only overlooks farms, it is built on one. The area was named for the Toggenburg goats that once grazed on these hills. Longtime patrons even recall a certain scent on the slopes in the 1950s. Current reminders of that aromatic beginning range from trail names such as Billy's Butt, Capricorn Caper, and Rams' Ridge to artistic caricatures of goats on the walls of the lounge... along with an amicable-looking stuffed goat peering down from above the bar.

Toggenburg offers a vertical drop of 650 feet with a terrain mix of 25 percent easiest, 50 percent more difficult, and 25 percent most difficult. A triple chair, a double chair, two T-bars, and two handle tows provide an uphill capacity of 6,400 skiers per hour. One of the most noticeable things about the area is the smooth corduroy-carpet grooming. Crowds are manageable, minimizing any deterioration of conditions throughout the day. A busy weekend day turnout numbers 2,300 skiers, with 150 to 700 visitors on a weekday. Skier visits average around 75,000 per year.

Toggenburg's customers come from Syracuse and the surrounding area. Fully half of the patrons are season pass holders. A weekend lift ticket sells for \$23 for adults and \$19 for juniors, with \$10 tickets to the beginner area. An adult season pass goes for \$270, but many family discounts are available, and a family of five or more can ski the season for only \$859. A typical season runs from



FOUNDER DOC HICKEY GAVE TOGGENBURG ITS UNIQUE NAME.

early December through late March and averages 93 days of skiing. This year, Toggenburg's usual 110 inches of natural snow was already surpassed by mid-February, so the current season may extend into April.

Eighteen trails provide variety, and 85 percent of the terrain is lighted for night skiing. You can set your edges and run occasional gates on the steep face of Oh My Goat (known to the locals simply as "Goat"). Bump fans can burn some thighs on aptly-named Kneeknocker. For the aesthetically inclined, stands of pines grace Gotcher Goat, and skiable deciduous glades are sprinkled around the slopes. The wide open space on Broadway is ideal for long-radius cruising. Snowboard enthusiasts are permitted anywhere at the area, and a half-pipe has been built for them on Wattles Run.

Toggenburg was born of a love for skiing. Founder Dr. Eugene Hickey (fondly known as "Doc") and his companions Bob Kells and Harry Ehle got tired of driving north to the Adirondacks to ski. Doc selected a site near his home and enlisted the help of farmer and jack-of-all-trades Frank Mueller. Hickey, Kells, and Mueller (Ehle's involvement ended after two years) put in a 1,250-foot rope tow and installed a 10-by-16-foot duck-hunting shack as a lodge. They added his and hers outhouses and opened for business in 1953. Through the years, Doc's wife Ginny has been heavily involved with the business. She still does the payroll today.

Doc skied daily and did everything from cutting trees to greasing lifts while carrying on a full-time oral surgery practice. In the mid-1950s, he freely exchanged ideas and the results of all experiments with fellow snowmaking pioneer Bob Crone of Glenwood Acres in the Buffalo area. "First we tried above-ground aluminum pipes, and we ended up with long ice cubes," Hickey explains. Numerous

continued on page 8

continued from page 7

refinements followed. Snowmaking, now an industry standard, currently covers 90 percent of the area and remains one of Toggenburg's top priorities.

Another matter of great importance at Toggenburg has been catering to families. Doc Hickey always kept a special eye on the children. He could be found taking tots by the hand to the rest room, offering cash to a tearful child who had left his money at home, and providing free rentals when a binding broke, or—sadly to say—when skis were stolen. To keep the area safe for families, the occasional lawbreaker was not only prosecuted, but handcuffed by the police and led through the lodge as an example for all to see.

Safety concerns always extended to the hill, too, as Hickey explains. "You can get all sorts of people up the hill, but you have to use your head to balance uphill capacity against downhill capacity to minimize accidents." General Manager Chic Wilson is still so concerned about that point that he is considering limiting the number of season passes sold in future years to ensure that overcrowding doesn't occur. Already, group sales are restricted on Friday nights.

This season, Toggenburg attacked a safety problem in an innovative way. Too many skiers were cutting across T-bar tracks while attempting to cross from Nubian Glade to Saanen Sluice. Area management decided that if you can't beat 'em, give 'em a safe way to do what they're going to do anyway. A wooden tunnel was constructed to allow skiers to cross *under* the T-bar. Passengers on the T-bar glide smoothly over the tunnel's roof. Children love to go through the tunnel, and no one gets hit by passing bars.

Both Hickey and Wilson express tremendous pride in Toggenburg's employees. Doc related in detail the merits of individual workers in department after department. He beamed with pride about the

successes of employees' children, revealing a familiarity uncommon to the average businessman. To Hickey, the employees of Toggenburg are sons and daughters. "We've been blessed with a delightful group of people all these years," he says. "There's nothing they won't do for you. I'm proud of the whole area and my entire staff. I'll stack them up against any place in the country."

In addition to the joys that have been a part of Toggenburg, there have been gut-wrenching sorrows. Perhaps the most difficult battle for Doc Hickey has been the stroke he suffered in 1992, which has kept him from his mountain, his practice, and his accustomed level of constant activity.

Earlier trials included a bitter lawsuit over snowmaking technology that threatened not only Hickey's assets in the ski area, but his medical practice as well. Hickey successfully defended himself in the suit, but shies away from even discussing the unpleasant details. In the mid-1980s, a fire sparked by a faulty rented compressor broke out in the compressor house. That was but a small taste of what was to come.

In June 1987, Toggenburg's cozy wooden lodge, chock-full of memorabilia, was totally destroyed by a heartbreaking blaze. Although the cause was never determined, arson was suspected.

General Manager Chic Wilson joined Toggenburg shortly after the 1987 fire. Wilson and the staff worked feverishly to ready new facilities for the 1987-88 season, pushing the contractor to complete construction of a new noncombustible lodge in time. The incineration of previous records made Wilson's job as a new manager doubly difficult. "There was no paperwork and almost a complete turnover in staff," he explains. Applications for employment were down as well. Despite myriad problems, the new season started right on schedule.

Wilson came to the area with 23 years of experience from Labrador Mountain, a

nearby ski resort owned by his uncle. "We're friendly competitors," says Wilson of Toggenburg's relationship with Labrador. Toggenburg lured Wilson with an offer of part-ownership, and he already holds 15-percent of the company. Since coming on board, Wilson has doubled snowmaking, added more lighting, and made drainage improvements. He has long-range plans to remove a T-bar, add two more chairs and another lodge, and double snowmaking output again. When asked about increasing the area's terrain, he answers, "Toggenburg is the size I am comfortable with and that I want to be associated with."

Wilson is a hard-driving dedicated person who obviously loves his six-and-one-half day work week. I must have hit a nerve in asking how often he skis at the area. He seems to feel guilty that it is only a couple of times a week rather than daily. Wilson is on the hill constantly, however, and he is a fanatic about snowmaking and grooming to the point that he sometimes cannot keep his hands out of Mountain Manager Jeff Higgins' work. Higgins ensures thorough nightly grooming of everything except the moguls and glades, whether the hill needs grooming or not. Wilson is assisted in inside operations by his wife Kris.

Like Hickey, Wilson is quick to praise his staff when asked about his accomplishments. He has, however, personally guided Toggenburg from a difficult period to one of continued profitability since joining the operation. He seems especially pleased with Toggenburg's reputation and with the fact that the area sells itself and therefore doesn't need to advertise.

Although Toggenburg may be known mostly to the locals around Syracuse, this is an area with some fascinating people and a lot of history. The Toggenburgs of this world play an important role in the ski industry. In the words of Doc Hickey, "Big areas wouldn't be around if small areas like us didn't get people interested in skiing." ❖

Patricia Beagle is a WEC instructor and an emergency medical technician in New York State. She is a member of the Holiday Valley Ski Patrol in Ellicottville, New York.



CHIC WILSON IS ONE OF A GROWING NUMBER OF HANDS-ON MANAGERS.

TOGGENBURG SKI PATROL

BY PATRICIA S. BEAGLE

SERIOUS FUN

The Toggenburg Ski Patrol is an unpretentious, fun-loving, all-volunteer crew. Laughter is the order of the day around the patrol room—until a call crackles across the radio. Then, in an instant, all minds are focused on the incident.



After the call has been handled, intense concentration melts just as quickly into relaxed joking. Patrol Director Ed Siegenthaler sums up the group's outlook: "The best thing about patrolling at Toggenburg is having a great time," he says. "The worst thing is that the season isn't long enough."

To make up for that, these patrollers just keep coming back season after season. The average member has been with the patrol for at least 12 years. Five members (Tom Buckley, Joe Mercurio, Dick O'Connor, Phil Resch, and Volker Weiss) have each served Toggenburg and the National Ski Patrol for more than 30 years.

Patrol historian Dave Cannamela wears a Tenth Mountain Division pin in honor of his father, Ken, who was a member of that historic military unit's 86th Regiment. Ken Cannamela knew Minnie Dole, founder of the National Ski Patrol.

Dave explains that the Toggenburg Ski Patrol began in 1956 as a first aid patrol. Two years later, the seven-man patrol became affiliated with the National Ski Patrol. Today, the group has grown to 55 members, including five who have received National Appointments and eight who are senior patrollers.

Patrollers are required to ski a regular shift each week and must arrange for a replacement if unable to attend. Hours of service are logged and posted, and members must patrol 1.2 hours for each day Toggenburg operates during the season. Thus, in a 100-day season, the minimum participation level is 120 hours. Most patrollers significantly exceed the minimum each year. End-of-season totals are used to determine pass privileges for the following winter. Each patroller who has met the hours requirement receives a season pass for personal use and another for a friend or family member. Discounts are offered to patrollers desiring passes for additional family members. Ten courtesy lift passes can be taken in lieu of a season pass.

At Toggenburg, the usual assortment of Hare, Thomas, and quick splints are on hand. Each toboggan is packed with a backboard, a set of cervical collars, a quick



PATROL DIRECTOR ED SIEGENTHALER ENCOURAGES INVOLVEMENT IN NSP ACTIVITIES BEYOND THE LOCAL LEVEL.

splint, an airplane splint, three cardboard splints, three blankets, and a supply of foam for padding. All of this is zipped into a waterproof vinyl bag with enough room left to hide a small child. With these oversized bags, on-the-hill supplies are easily packed, quickly accessed, and—best of all—dry. What an improvement over the crowded, damp army duffel bags the patrols used years ago!

At the bottom of the hill, oxygen is on hand in the three-bed patrol room. The nearest advanced life support ambulance is only 1.5 miles away in Fabius, and basic life support ambulances are stationed 10 miles away. Onondaga County's AIR-1 medical helicopter also is available, and a trauma center is just 25 miles away in Syracuse. About 180 incidents are handled at Toggenburg each season.

There is considerable talk among members of expanding the patrol room. The patrol's space was reduced after the entire Toggenburg lodge burned in 1987, and everyone misses having windows overlooking the slopes. Patrol Director Ed Siegenthaler, a general contractor, has sketched out plans for an addition that would include windows, lockers, and a family room. The patrol is ready to discuss the project with area management.

As we reviewed patrol duties, I joked about avalanche control work. Interestingly, I was informed that Central New York actually has occasional avalanches (although Toggenburg does not). Siegenthaler explained that in February of this year, a boy was buried in an avalanche while sledding. The young man was rescued, and he survived after receiving CPR.

Although that drama did not involve Toggenburg personnel, several patrollers recall a memorable rescue that did. About 20 years ago, Paul Steiner (National Appointment #6279), a Toggenburg patroller since 1970, came to the aid of a young skier with serious spinal injuries. Steiner still recalls finding the boy's limp body, but quickly adds that several other Toggenburg patrollers were of great help. The boy's father, a physician, stood by at the scene. He later praised the care his son received. Steiner was awarded a Purple Merit Star for his excellent work.

At Toggenburg, more routine patrol duties include the usual emergency care, toboggan handling, and sweep. Patrollers also keep an eye out for hazards and enforce safe skiing. In the event of a serious safety violation, a lift ticket or season pass may be revoked. Violators are encouraged to discuss the situation with General Manager Chic Wilson. Wilson's response varies and may include a discussion, a waiting period, or—if the skier is quite verbally abusive—permanent expulsion from the area. He is especially intolerant of verbal abuse to patrollers.

Wilson has high praise for the Toggenburg Ski Patrol. "I have never had one complaint about the ski patrol in six years here," he beams. Two years ago, he took the highly unusual step of combining the roles of owner, manager, and ski patroller. Wilson became a fully registered NSP patroller. Talk about a close relationship between the patrol and management!

Since he is at the area daily, Wilson dons his rust and navy parka whenever the patrol needs a hand. In addition, he is responsible for patrol duties during the Monday day shift. This is especially helpful to Ed Siegenthaler, who finds covering weekday shifts with an all-volunteer staff to be a real challenge.

A typical day shift will be handled by one or two patrollers. Weeknights are staffed by four people, and weekend shifts of eight patrollers are common. A member of each shift serves as hill chief and is responsible for handling any unusual situations.

New recruits are welcome at Toggenburg. Siegenthaler discusses costs and time commitments up front, but the patrol doesn't evaluate

continued on page 39



continued from page 11

skiing or eliminate potential candidates. Speaking of those who can't cut it as patrolers, he says, "They usually screen themselves out." Many who inquire are surprised by the training requirements and lack of compensation. Still, the Toggenburg Ski Patrol has no trouble retaining and recruiting members.

A WEC instructor, Siegenthaler coordinates the local preseason WEC course. In-season training of Toggenburg candidates includes eight hours of practice each Sunday. Additionally, most candidates "shadow" a patroller weekly during an evening shift.

Senior training is more informal, and Siegenthaler is determined to encourage more patrolers to become seniors. "We need to go to other areas and learn their ways," says Siegenthaler. "Maybe they have ideas that you could bring back here. Everybody's got the same problems."

The Toggenburg Ski Patrol welcomes patrolers from nearby areas to their annual fall refreshers. Two nordic patrols (Highland Forest and Syracuse) and an alpine patrol (Cazenovia Ski Club) routinely attend the refreshers given by Toggenburg's five WEC instructors.

Fund-raising at Toggenburg is done primarily through an annual mid-season roast beef dinner. This year's \$12-plate event netted a profit of over \$2,600, which will cover patrol expenses for the season.

The patrol treasury was particularly hard hit after the 1987 fire. All toboggans, evacuation gear, emergency care supplies, and splints were reduced to ashes. Members quickly became adept at improvising. Government surplus blankets and cabinets were located, and ripped tents were used to tie splints. Area management helped out by buying new toboggans. In all, over \$13,000 worth of patrol equipment was lost.

Fortunately, the patrol's relatively new radios were stored in a patroller's home when the summertime blaze broke out. Prior to the acquisition of radios in the mid-1980s, a bump and rotation system was used to ensure coverage of all trails. Patrolers took turns staffing an outdoor hilltop

bump station equipped with a wooden wheel. Trails were represented by numbers on the wheel. When bumped by a replacement, a patroller would turn the wheel one notch and ski the trail indicated by the number shown. Although no longer in use, the outdoor phone and rotation wheel still can be seen at the top of the double chair. To this day, Toggenburg patrolers use numbers rather than trail names in all radio calls.

Through the years, the Toggenburg Ski Patrol has involved the membership in decision making. Patrolers elect a board of directors. Terms are two years. The board includes a senior patroller-at-large, a patroller-at-large, the patrol director, two assistant patrol directors, a secretary, and a treasurer. Board members may appoint assistants as necessary.

Currently in his fifth year as patrol director, Ed Siegenthaler handles planning, awards, and scheduling. Assistant Patrol Director Bill Goode is responsible for communications, equipment, and supplies. Assistant Patrol Director Pat Malloy handles

training, fund-raising, safety, and bylaws.

Siegenthaler, who also serves as assistant section chief and region chairlift evacuation advisor, sets an example when it comes to getting involved. He has an answer for anyone who complains about anything. "If you really want to see change, get involved and help mold those changes," he advises.

A number of Toggenburg patrolers have done just that. Paul Steiner serves as section treasurer and region treasurer, Terry Shapero is the section WEC advisor, Bob Triggs is section federal equipment advisor, and Bernie Perry is Syracuse section chief. Siegenthaler never stops taking his own advice. Next year, Bernie Perry will step aside from his role as section chief, and guess who's running for election.

At all levels, members of the Toggenburg patrol approach their work with enthusiasm, determination, and energy. The NSP can be as proud of this group as Toggenburg's patrolers are to wear their rust and navy parkas. †



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