

**FIRST TRACKS**

**A WINTER VENTURE INTO THE  
PREVIOUSLY  
“LOST FROM MEMORY”**

**Part 2**  
**Resetting the Course**  
**1960 and Later**

A History of Local Skiing and the Willamette Pass Ski Patrol  
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From Published Articles

2009 / 2010 Ski Season

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### **APPENDICES - SWEEP**

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- B.1 John Nasholm – Letters, 1960 NSP Olympic Ski Patrol Documents, and Photos
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- I. Jack Meissner
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## A WINTER VENTURE INTO THE PREVIOUSLY “LOST FROM MEMORY”

What began as a request to research and develop a listing of Willamette Pass Ski Patrol members who have received National Ski Patrol awards, recognitions, and held offices beyond the patrol, across the years, expanded into a search of old publications for the activities and names of the founders and promoters of skiing in the area around Eugene, Oregon. See Appendix H for 2009 list of WPSP NSPS Awards.

Names of recipients of National Appointments by division and year, unfamiliar to present day patrollers, required second source verification of their involvement in the National Ski Patrol System, Willamette Ski Patrol, or Willamette Pass Ski Patrol in order to list them with confidence. National Patrollers and National Appointment patrollers are listed in Appendix G.

## SOURCES

The following information was developed by researching articles found primarily in two publications. First, the *Eugene Register-Guard* from internet searches using Google for archives of scanned newspapers with key words, followed by searches of decades, years, and months where key words appear in articles. The articles were then photocopied from microfilm reels at the Eugene Public Library for retyping. <http://www.google.com/archivesearch>

The second major source was scanned issues of *The Obsidian*, a newsletter of an organization by the same name, located in Eugene, Oregon. Janet Jacobsen, Obsidian Secretary, provided the first links related to the early years of skiing and ski outings by the Obsidians and Ski Laufers, a ski club in Eugene. The internet link to scanned issues was provided by Wayne Deeter, Obsidian and ski patrolman with Santiam Pass Ski Patrol. I encourage you to use your computer, bring this page up, and double click on the years and months to see the scanned images of the bulletins which contain not only what I have retyped but far more information of those times and activities. <http://www.obsidians.org/bulletin/>

I have attempted to retype the text as it was published using the (sic) convention where obvious typos were seen. It is likely that I have missed some or created some new ones of my own.

The prefacing limited time-scope history of recreational development in the Willamette National Forest was taken from that same source as noted at the start of the text. It is provided as a general overview of part of the forest development and time period.

Telephone conversations and meetings were made with surviving members of the Willamette Pass Ski Patrol who are mentioned in articles of both publications. Recollections and comments have been interspersed with the articles to provide additional information and confirmation of the conditions and events of the times. All of these patrollers hold what is now recognized as a National Appointment in recognition of their extensive activities and high level of skiing and patrolling skills and involvement. National Patroller numbers and years have been confirmed by cross referencing a comprehensive list of recipients found at the internet site linked through the Pacific Northwest Division of the National Ski Patrol System to the Michigan Region data base of National Appointments. These were then affirmed in conversations with the surviving WPSP members of the relevant decades and recollections.

I am indebted to the following patrollers, who I have identified as the “Roots Team” of this project, by providing recollections and information that has been invaluable to this project:

James P. Harrang		
Allan Lindley	NA#1334	See Appendix C
John Quiner, II	NA#2121	
John Nasholm	NA#2186	See Appendix B
Orville Caswell	NA#2201	
Bill Temple	NA#2344	
Don Walker	NA#4788	
Linda Walker	NA#4789	

I have included some related articles to better portray the times and events as well as the people who are identified and instrumental in the formation and development of skiing, ski organizations, and skiing activities related to Willamette Pass Ski Area and Willamette Pass Ski Patrol

## RESETTING THE COURSE – PART 2 – 1960 and Later

### HIGH POINTS FOR WILLAMETTE PASS SKI PATROL & AREA

Allan Lindley, NA#1334, during a telephone conversation with Rich Maris, on April 6, 2010, about an incident at the 1960 Squaw Valley Olympics, disclosed that John Nasholm, #2168, was assigned to the downhill race course and positioned below a head-wall breakaway with some other NSP Patrollers. Their mission was to respond to any racing incidents in obscured areas as quickly and efficiently as feasible. Radios were not used along the course then, and racers were started every 60 seconds. In their location, a female racer, Betsy Snite, fell coming over the break-away and slid down the slope. John and the other patrollers, knowing that another racer was less than a minute behind, skied over and drug Snite off of the course, clearing her and themselves from a pending racer/incident collision. Once clear of the side of the course, they loaded her into an Akia toboggan and transported her to the aid station at the bottom. The incident response apparently caused some discussion afterwards. Unknown to John was that a Life Magazine photographer had taken their photo. Al Lindley said that it was on the cover of Life Magazine. A search of the Life Magazine photos, located the photo, dated Jan 01, 1960. It is looking down-slope, showing three patrollers pulling Snite's arms and ski poles while another patroller is managing her skis, still attached to her boots with the long-thong racing bindings of the day. One binding toe-piece has released but possibly one ski is still attached and the other being drug by the long-thong binding across the snow. An examination of the photo by John and his wife, Beverly, in April, 2010, resulted in two points: First John didn't recall "it being such a big group," and had no idea the picture was in Life. Secondly, they both agree that John is in the middle of the three patrollers on the right, pulling on something, with the tassel of his hat pointing upwards. (See Appendix B for photo, photo link, and Nasholm email.)

Register-Guard  
March 11, 1960  
Page 3B

#### SNOW LINE

##### **Ski Patrolmen Always on Job**

By Jerry Uhrhammer  
Of the Register-Guard

**\* Postscript to the Winter Olympics: Good ski patrolmen are always on the job, on or off the slopes.**

The three members of the Willamette Pass Ski Patrol who served with the crack Olympic Ski Patrol at the Winter Games – Al Lindley, John Nasholm and John Quiner II – were driving through Reno, NV., on their way home from the Olympics when they suddenly came upon an auto mishap.

It had just happened and no ambulance had yet arrived. The occupant of one auto had suffered two injured legs – possibly fractures.

So Lindley, Nasholm and Quiner hopped out of their car, grabbing their Ski Patrol first aid equipment as they went. Lindley and Quiner splinted one of the man's legs, while Nasholm and a bystander worked on the other.

When the ambulance finally arrived, attendants found the victim's legs neatly splinted in cardboard splints labeled with "Olympic Ski Patrol."

And the three ski patrolmen continued homeward.

**\* The Olympic Ski Patrol, incidentally, has been honored as "Outstanding Ski Patrol of the Year" – an award given annually by the National Ski Patrol System.**

Responsible for all-around safety on the Squaw Valley slopes during the Winter Games, the Olympic patrol included 75 regular ski patrolmen and 10 physicians – all volunteers with at least five years experience. They received only room and board at Squaw Valley for their many hours of patrol duties.

"It was the best patrol ever put together by the National Sky Patrol System," said C. Minot Dole, founder of the NSPS.

Additional recognition, for the local ski patrolmen who toiled at Squaw Valley and the other Eugene skiers who served as officials – Jan Onsrud, Nils Norman and Mats Carlsson – will come March 23 when Tri-Pass Ski Club holds a potluck dinner in their honor. Movies and slides of the Winter Games will be shown. Also to be honored area the club’s junior racers. The place where the dinner will be held hasn’t yet been decided.

\* \* \* \* \*

John Nasholm provided more descriptive details and information about the Reno accident. He said that they decided to stop in Reno, have dinner, and gamble for an agreed amount of time before restarting their trip home. The gaming time was fixed so that they would quit, no matter if they were ahead, behind or even. Just as they were entering town, they must have come upon the accident as, “he was still rolling around.” John thought that a VW Beetle had tried to drive under they guy and broken both of his legs. People were beginning to run up and stand around the victim. John Quiner and Al Lindley took their first aid equipment and started splinting one leg. John Nasholm directed a collected looking bystander to work with him in splinting the other leg. When they were finished, the ambulance arrived and when the medics came up one of them said, “I wish that these were all this easy.”

John was assigned to work the cross country events in addition to carrying the Italian flag in the opening ceremony.

Nils Norman, a Swedish cross-country racing champion, had been asked to set all of the Nordic cross-country race courses for the 1960 Squaw Valley Olympics, and again for the 1980 Lake Placid Olympics where he also provided personal daily escorting to the King and Queen of Sweden, around the various Nordic events venues.

An interesting duty incident arose when the leader of the cross country events, Nils Norman, came up to John and asked for some help. They had to get fresh batteries for the military walkie-talkies that were being used. They climbed in to an auto and very soon became stuck and couldn’t get out. The army was using tracked Weasel vehicles and one was parked beside a nearby building. John went over and upon entering saw a number of soldiers playing cards. He asked if there were any drivers who could help get them out of the snow. One replied, Yeh, I am but I’ve got too good a hand to do it.” He asked if John know how to drive tracked vehicles. John replied that he had some farm equipment experience but was not really a driver. “What do you do,” he asked. The diver who was obviously well into his beverages, said to, “flip this switch, turn the keys on, then push the starter button.” John went out and followed the sequence with success. He used the throttle and tested out the steering levers and made enough progress to where he was able to steer the Weasel and pull the auto out. Following this, John laughed that he could have been considered a driver by the other patrollers.

\* \* \* \* \*

Register-Guard  
January 6, 1961  
Page 2B

**At Willamette Pass Ski Area  
R-G Ski School Kicks Off This Weekend;  
293 Sign UP  
SNOW LINE**

By Jerry Uhrhammer  
Of the Register-Guard

\* **The Register-Guard ski school opens this weekend with an enrollment surpassing original expectations.**

By deadline time this week, 293 persons had signed up for the ski lessons to be given each Saturday and Sunday in January at Willamette Pass Ski Area, 70 miles southeast of Eugene on Highway 58.

The school was planned for a maximum enrollment of 300. During the earlier weeks of registration, it didn't appear that enrollment would reach that figure. But a last-minute surge this week mad (sic) the earlier guess wrong.

Many of the ski school pupils will provide their own transportation. The majority, however, will be riding chartered busses. Departure time from the Greyhound bus depot in Eugene for the ski area is 8 a.m. - sharp. And the buses will leave the ski area on the return trip to Eugene at 4 p.m. - sharp. Buses will begin loading a half hour before departure.

Ski school pupils should assemble in the school meeting place – next to the ski area's ticket booth – before 10:30 a.m. Director George Arnis then will assign each pupil to an instructor.

\* **It seemed altogether likely Friday morning that the ski school will begin Saturday morning** under less than pleasant weather conditions. Rain was falling in the mountains, and while it was not expected to affect the existing snowpeak (sic) to any degree, the possibility existed that raingear will be more practical than regular parkas on Saturday morning.

The weatherman at Mahlon Sweet airport held out hope, however, for a change. The possibility exists for lower temperatures – and thus snow in the mountains – because of cool air which likely will come in behind the next weather system, he said.

\* **Here are some last-minute tips for ski school beginners who may be unacquainted with some of the practicalities of Oregon Skiing:**

Don't forget to bring gloves or mittens, preferably the latter, which will withstand the wear and tear of a rope tow better than gloves. The best mittens are those which have separate woolen liners inside. Wear a cap or hat that will cover your ears (occasionally it gets cold). Bring sunglasses in case of clear skies (the glare of sunshine on the white slopes is tremendous). And – Oregon weather being what it unfortunately is – take a rain-jacket or some other water-repellant jacket.

Don't overdress with heavy, bulky clothes (it's easy to work up a sweat). Instead, wear several layers of lightweight clothing and you can peel off a layer or so if you get too warm. Important: Proper ski clothing includes "long johns."

Another tip: Many beginners will wear their wool socks outside the ski pants, rolling them down at the top of the ski boots. This isn't good practice. It's a prime earmark of a snowbunny. But more important, socks "worn on the outside" collect snow. And when it melts, Presto! Wet feet. Tuck those socks inside your ski pants.

If you plan to rent skis, poles and boots, you will be wise to do it in town, if possible, before going to the ski area. If you rent them at the ski area, do it as early as possible.

Don't put on your skis immediately. Carry them with you until you find your instructor.

You'll have 1½ hours for lunch. Decide for yourself whether to bring a sack lunch or buy your eatables at the ski area's snack shack. Consider that there will be about 175 persons in Saturday's session, and about 120 in Sunday's, plus the normal quota of regular skiers. Sack lunches can be left on the bus and eaten there too.

\* **MEET THE INSTRUCTORS:**

**George Arnis, director of the Register-Guard ski school, has recruited** a corps of ski instructors which will handle the vast task of teaching hundreds of persons "how to ski." Who are they? This column will introduce them week by week, together with short personal sketches.

Arnis himself is a native of Leadville, Colo. and has been skiing at 17 years. He is a junior high math and science teacher in Cottage Grove, where he lives. George went to school at Western State College in Colorado, was a four-event man on the ski team (downhill, slalom, cross-country skiing, jumping). He later went to Aspen, Colo., became a member of the ski patrol there, and was also a Class A racer. He is a fully certified instructor. In 1957 he met a girl named Ardie on the double chairlift at Aspen (she was a nurse at the Aspen Hospital), and six months later they were married. In addition to being a registered nurse, Ardie is also a registered instructor, and will be teaching in the Register-Guard ski school. She has been skiing about eight years.

Ken Raasch of Eugene at 34 years of age has been dubbed "the old man of the ski school" by his fellow instructors. Boys' counselor at Thomas Jefferson Junior High, Ken counts 14 years of "serious" skiing in his background. He skied in New York State as a boy; did most of his skiing in Colorado while attending the

university at Boulder. He's a national ski patrolman, has done some racing, and is a fully certified ski instructor. Before coming to Eugene he ran the ski school on Mt. Hood's north slope for four years. His wife, Margie, also is a teacher and ski instructor and a ski patrolwoman. Interesting background: They spent two years at Kotzebue, Alaska, north of the Arctic circle, teaching Eskimos.

Doug Marsh is a South Eugene High School senior who played right end of the South football team. Though only 18, Doug has been skiing for 10 years (he comes from a skiing family). He raced for two years and was in a top racing class at Sun Valley (he's been making trips to Sun Valley for seven years). Doug is a registered instructor.

James (Corky) Henderson of Eugene is 31 and the "heavyweight" of the ski instructors at 5-8, 200 pounds. He's been skiing for 12 years, is a national ski patrolman and assistant leader of the Willamette Pass Ski Patrol. He's also a registered instructor.

\* **The Friday morning snow reports, frankly, are virtually meaningless. It is one of those** weekends when weather conditions are such that any change – even slight – will radically change skiing conditions.

Rain was falling at Willamette Pass and Bachelor Butte. Weather was reported overcast at Hoodoo Ski Bowl. And it was snowing at Timberline on Mt. Hood. Will the range change to snow? Will cool air come into the region by tomorrow? Or will the snow on Mt. Hood change to rain? These soap opera questions have only one answer: No one knows.

Register-Guard  
January 22, 1961  
Page 10C

**Enroll Now – Registration Closes Jan. 31!**  
**FEBRUARY SESSION**  
**of the highly popular**  
**1961 Eugene Register-Guard**  
**SKI SCHOOL**

See Appendix for full length, half page width column advertisement and registration form.  
An extract of the school under a photo of George Arnis reads:

"The Register-Guard ski school will be teaching modified AUSTRIAN technique, which will include all phases from walking to wedeln." . . . .

Register-Guard  
January 27, 1961  
Page 2B

**SNOW LINE**  
**Parity Needed**  
**A Letter to the President:**  
**Oregon Suffering Snow Lack**

By Jerry Uhrhammer  
Of the Register-Guard

\* **Open letter to President John F. Kennedy:**

**Because a peculiar problem of** conflicting jurisdictions makes us uncertain whether to write to the Secretary of Agriculture or the Secretary of the Interior, we respectfully direct this appeal to you.

The nation today faces an ever-increasing problem of surpluses. We make that plural because we are not alluding simply to the troublesome farm surpluses. Rather, we refer to a newer, less publicized but more encompassing surplus – snow.

News reports indicate a vast problem of overproduction of snow in the East. Indeed, that region reportedly has a serious snow surplus. In light of how it affected the Inauguration festivities, you have first-hand knowledge of this.

At the same time, however, we who pursue winter sports in mid-Oregon's Cascades are suffering a server snow shortage. Although accustomed to normal mountain snow depth of six to 12 feet, we have had no snowfall of appreciable amount for four consecutive weeks.

If the dire situation continues, this area of the nation's skiing belt undoubtedly will soon qualify as a disaster area.

Therefore, our proposal is this: Since the federal government for many years has dealt with certain surpluses (i.e., farm surpluses), it should investigate the possibilities of distributing this newest surplus from overburdened areas (the East) to areas of short supply (out here).

Perhaps a task force of personnel from the Department of Agriculture (which seems to have the most experience in administering surpluses and distribution programs) and the Department of the Interior (which has more experience with snow) could be assigned to the problem.

We realize it is a difficult, perhaps unsolvable, problem. But the, so are-farm (sic) surpluses.

All we want is parity.

Yours, in good fun (preferably in lots of snow) . . .

\* **The U.S. Weather Bureau at Mahlon Sweet Airport held little hope Friday Morning** for any change in the "snow drouth." (sic)

The weatherman said any new snow in the next two days is extremely unlikely. Southern Oregon may get a bit of rain, but it isn't expected to extend this far north.

Willamette Pass Ski Area has enough snow for skiing this weekend, reports indicate. But this could well be the last weekend of skiing, for the time being, unless new snow falls next week.

\* **At least 30 junior skiers – mostly from Eugene and Bend – are assured for Willamette Junior Double Slalom Sunday** afternoon at Willamette Pass Ski Area.

Two identical slalom courses, set side-by-side, are planned for the race, with skiers using both courses at the same time. It will be a two-run slalom, with a racer skiing each of the courses once.

Sponsored by Tri-Pass Ski Club, the race is sanctioned by the Pacific Northwest Ski Assn. Classes will be junior experts, intermediates and novices (both boys and girls) and Mighty Mites (youngsters 12 and under).

There will be two classes for Mighty Mites – 10 to 12, and nine and younger, with separate classes for boys and girls.

Register-Guard Ski School Director George Arnis is race chairman and will set the double courses.

Late entries will be accepted until 10:30 a.m. Sunday at the ski area. Registration fee is \$1.75 for juniors (with a \$2 penalty if they don't have a PNSA card) and 75 cents for Mighty Mites.

\* **If you're planning to enter the February session of the Register-Guard Ski School, better hurry.** The deadline is Tuesday.

The weekend sessions will begin Feb. 4-5, and continue throughout February. Fee is \$12 for the entire course (\$22 including bus transportation from Eugene). Entry blanks are published in the Register-Guard and also available at the Register-Guard office.

\* **Another reminder: Every so often, rumors apparently get started that ski school is canceled** for one reason or another. Don't believe them. Classes always will be held as scheduled.

If in the event a complete lack of snow would force cancellation, ski school pupils will be notified by letter and by an official announcement in the Register-Guard.

\* **MEET THE INSTRUCTORS:**

**Each week the Snow Line column presents a thumb-nail sketch** of the instructors in the Register Guard Ski School. This week: Don Wiseman, Ed Simons, Keith Barton and Don May.

Don Wiseman, 29, is a physical education teacher at Wilson Junior High School in Eugene. A native of Twin Falls, Idaho, Don received degrees from Idaho State College, Washington State University, and has taken postgraduate work at the University of Oregon. He's been skiing eight years, starting while in high school but getting "really interested" during college days. He says he took it up "seriously" after he met the girl who later became his wife. She is a "really good" skier, he says.

Keith Barton, 18, of Eugene, is a University of Oregon freshman taking pre-dental work. A skier for five years, he was initiated into the sport by his brother Bruce. He has been a member of the Willamette Pass Ski Patrol for three years and also did some racing while a junior.

Ed Simons, 30, is a mechanic who lives in the Pleasant Hill area. A native of Oregon, he began skiing at Willamette Pass seven years ago. He operated the rope tows at Willamette for George Korn from 1954 to 1958, and also compiled three years of ski patrol work from '58 to '60. He did some ski instruction work three years ago at Willamette.

Don May, 20, a South Eugene high school graduate who has skied for about five years. Many Willamette skiers will recognize him as one of the ski area staffers who has worked for George Korn during the past three years helping to operate the tows and lift.

\* **A new winter sport will be introduced to Oregon's Cascades next month – dogsled racing.**

The newly-formed Northwest Sled Dog Club is planning four races Feb. 18 and 19 at Hoodoo Ski Bowl, the first of what the sponsors hope will become an annual affair.

The start attraction, of course, will be the dogs – Siberian Huskies, Samoyeds, Alaskan huskies, Eskimo dogs. Teams from throughout Oregon are expected to be on hand.

Is it much of a spectator sport? Arthur Christensen, president of the club and a dog breeder at Jefferson, answered that sled dog races at Montana's West Yellowstone drew crowds of 4,000 to 5,000 – the closest sizable town is 150 miles away.

Perhaps the most exciting, he said, are the women's races, because the "weaker sex" has a more difficult time controlling the heavy dogs and keeping them out of fights. Teams will range from three to nine dogs in size, with the average team running five or six dogs.

The start and finish of each race will parallel the highway that goes past Hoodoo. A four-mile women's race, a half mile children's race and a lead-dog race will be held on Saturday, Feb. 18. The "long" race, over roughly a 10-mile course, with mostly men competing, will be held on Sunday Feb. 19.

Register-Guard  
February 10, 1961  
Page 2B

## **SNOW LINE**

### **Operations Closed Friday**

### **Ski School Postponed Again Because of Mountain Rains**

By Jerry Uhrhammer of the Register-Guard

\* **Willamette Pass ski area operations were closed Friday for the weekend as torrential rains continued to drench parts of the Cascade Mountains.**

The closure forces another postponement in the opening of the Register-Guard Ski School's February session, which had been scheduled to begin Saturday and Sunday after a previous postponement last weekend.

George Korn, operator of the Willamette area, sent down word shortly after 8 a.m. that the temperature was 40 degrees, it was raining hard, and there were gusty winds from the south. The hard rains began Thursday. The hill was described as a "sloppy mess".

Korn said all operations at the area would be suspended for Saturday and Sunday unless it snows.

(Article continues with weather conditions and ski school information.)

\* **Are American recreational skiers better than European recreational skiers?**

Yes, says Sverre Engen. He says it's because we take skiing so seriously.

Engen, a bronzed man with wavy brown hair, trim mustache and an unmistakable Norwegian tang in his voice, appeared in Eugene Wednesday night under Tri-Pass Ski Club sponsorship with his latest film, "Ske Time, U.S.A." And during a post-movie interview, we elicited a number of comments from the veteran of skiing.

The biggest change in skiing during the past few decades, he said, is almost everyone now wants to take part in it instead of watching. Jumping is the only part of skiing which still draws spectators. . .

“And they take this so serious too,” he added, talking about the American recreational skier’s devotion to the latest in technique. Because of this, he added, “the American recreational skier is better than the European recreational skier” who just goes out to the mountains to enjoy himself.

Another big change: Ski fashions. “People have gone absolutely crazy about Bogner pants and stuff, grinned Engen.

Engen now is 50 years old and looks 10 years younger. In his skiing career, he’s been an amateur, professional and an amateur again – in that order.

When he and his brother, Alf, two years older, come (sic) to America in 1929, they were amateurs. But they joined up immediately with a professional exhibition jumping team, traveling the nation for five years.

They were the first ones to hold a jumping tournament in California, drawing a crowd of 40,000 in 1931 at Big Pine. “They thought we were going to commit suicide,” laughed Sverre.

The Engen brothers later regained amateur status. In the first national four-way tourney (jumping, cross-country, downhill and slalom), Alf was first, Sverre second.

Sverre became head of the Alta Ski School (a job now held by Alf), was the first “snow ranger” at Alta, and has been filming ski movies for six years.

(See appendix for coverage of David Haffner, 16-year old South Eugene High junior, and racer. Then, continuing in the third column of three, second paragraph.)

\* **Last Sunday was a busy day for the Ski Patrol at Willamette Pass** – four skiers suffered fractures of the ankle or leg in assorted tumbles.

And it points up again the need for common sense in skiing – learning how to ski under control..

Mrs. Stan Hasek, on duty with the Ski Patrol when the accidents occurred, reports that all four of the injured skiers were beginners. One had been skiing about four times, the others had only been on the hill twice. None of them had ever had skiing lessons. They could schuss, but couldn’t stop or couldn’t turn – at least not to the point where they could be described as being “under control.” One of them, in fact, had already knocked down another skier on the hill before his own accident happened, Mrs. Hasek said.

All of the accidents were caused by recklessness, she added.

So far this season, with many thousands of skier days already recorded on Willamette Pass slopes, only 39 skiers have required ski patrol attentions – I five of those cases no injury was apparent. Of the total, only nine were fractures. The rest were wrenched knees, sprains, abrasions, lacerations or puncture wounds.

The great majority of the accidents happened to persons who had skied fewer than five times. At the same time, most of the accidents were on the main hill – indicating that the inexperienced skiers were on slopes beyond their ability.

Only two of the accidents involved persons 20 or older; the remainder were teenaged or younger.

The main cause of the accidents: Skiing out of control.

To preserve your own limbs and make less work for the Ski Patrol, geep (sic) in mind the following pointers: Don’t ski on slopes beyond your ability; when you get tired, stop skiing and take a break; be sure your equipment is properly adjusted before you start to ski, with release bindings set neither too loose nor too tight (some of the accidents have been caused by too much tightening of release bindings).

Above all, ski under control. “Wild men” (or women” are a menace on the slopes. And if you don’t know how to ski yet, take ski lessons. It’s just like swimming; you don’t go into deep water unless you know how to swim.

(Coverage then continues with plans underway for the Pacific Northwest Ski Jumping Championships, Feb. 19, at Mt. Hood. See Appendix A)

Register-Guard  
March 3, 1961  
Page 2B

## SNOW LINE

### South Eugene Skiers Active

#### 'Talent Hunt' Now Underway For Additional Ski Patrolmen

By Jerry Uhrhammer  
Of the Register-Guard

\* **A "talent hunt" is now underway by the Willamette Pass Ski Patrol.**

In a move to enlarge the manpower resources of the patrol, it was decided at a meeting last week to begin an "apprentice" program for skiers interested in becoming patrolmen.

Here's how it works.

Applicants must be 12 or older and they must have at least a standard Red Cross First Aid card. A prospect must ski with two senior patrolmen, one day each, and they will determine whether the prospect's skiing ability meets patrol requirements. Also needed are two character references.

If you get this far, you receive an apprenticeship card. Then begins the process – under tutelage of regular patrolmen – of "area familiarization" and learning of ski patrol techniques and duties. When this is completed, you apply for membership: In the junior patrol if you're under 18, in the senior program if you're older.

Ski patrolmen must spend a minimum of five full days on the Willamette Slopes during the season doing patrol work, such as administering first aid to injured skiers, spotting and marking (or mending) danger spots, keeping a sharp eye out for reckless skiers (who can be barred from the hill) and generally promoting safe skiing practices.

In addition to the satisfaction of helping other skiers and adding to overall safety, the ski patrolman receives free skiing privileges for himself and one immediate family guest as extended by Operator George Korn.

If you're interested in "enlisting" in the ski patrol, contact Dick Workman at Lindberg Homes, 3095 Onyx St., Eugene, DI 3-3551; Al Lindley, DI 4-8248; or Mary Kramer, DI 4-6759.

\* **In the races with junior events which have been held this year, a largely "unseen" competition** has been taking place. It's between high school ski teams – and South Eugene High team have been smack in the middle of it.

The races, of course, are run off as usual, with each skier competing as an individual. But members of the high school contingents are also competing on a team basis.

For example, a high school ski team has four members. When a race is over – in addition to regular results for individuals – the best three out of the four times for the team members are added together. And the team with the best total time winds.

This is the first year that South High has had an official ski team. While skiing is a school sport and is approved by the Oregon School Activities Assn. (OSAA), competition is not "sponsored" by the OSAA. Skiers get no financial aid from the school as in other sports, they pay for their own transportation, entry fees, and equipment.

The team does have an adviser, teacher Larry Goldade. It also received volunteer help in organizing from Eugene skiers Jan Onsrud, Dr. Norman Lee and Art Johnson, plus some coaching during Mt. Hood races from Reese Stevenson of White Slamon, Wash., former Pacific Northwest champion downhill racer.

South High has two teams – A and B units – plus four alternates. Competition mostly has been against tams from Beaverton and Sunset High Schools. North Eugene High also has a team but it has not been as active. Other high schools in the state have only unofficial tams, without the blessing of their schools.

The South High skiers – David Haffner, Doug Campbell, Ty Campbell, Pete Lafferty, Dave Lafferty, Mike Moore, John Skillern, Erik Lee, Ed Weiseth, Dale Christensen, Hollis McMillan, and Mike McBurney – have compiled a good record so far this year.

They took second and third places in last weekend's giant slalom at Hoodoo Ski Bowl, second and third in the Willamette Pass double slalom, and the A team was second to Beaverton in the AWS giant slalom at Mt. Hood. Other weekends have been spent in practice.

Two high school races are still on tap: the Metro-Portland Interscholastic team race this Sunday at Multnomah on Mt. Hood and the Dartmouth Cup later in the spring at Bachelor Butte. The latter tourney, an invitational meet, constitutes the Oregon High School ski team championships.

The team has brought a marked contribution to junior skiing in this area. Only three of the skiers – Haffner and the two Laffertys – had done any amount of racing before. The others are newcomers to competition on skis; yet they have acquitted themselves very creditably.

\* **The best of the Pacific Northwest will be congregating at Washington's White Pass this weekend** for the annual PNSA downhill and slalom championships.

Only classes in the race will be A class and junior experts and intermediates.

\* **It was snowing in the Cascades again Friday morning, and temperatures were low enough to make it the powder snow variety.**

The weatherman reported that shower conditions are expected to continue in the valley, with more snow in the mountains. At the 5,000-foot level at 8 a.m., the air temperature was estimated at 22 degrees.

\* **Here are the Friday morning snow reports:** (Not typed in this transcript. See article copy.)

Register-Guard  
December 15, 1961  
Page 3B

## **SNOW LINE**

### **Another State Title in Making?**

#### **Three 'A' Team Ski Members Back With South This Season**

By Jerry Uhrhammer

Of the Register-Guard

\* **With three of last season's "A" team members returning, South Eugene High School's ski team** will be in a position for a strong bid to repeat as Oregon's high school ski champions.

The 1961-62 ski team took shape last Sunday in time trials at Willamette Pass Ski Area. Fifteen of the prep skiers – enough for three four-man teams, plus an alternate for each team – were chosen.

Three of the fastest Axemen on the slalom (sic) course – Dave Haffner, Dave Lafferty and Doug Campbell – were members of the 1960-61 "A" unit which captured the state high school championship last March at Mt. Bachelor.

Haffner, named "outstanding" skier in the state tourney and one of Oregon's top junior skiers, recorded the best time in Sunday's trials with 21 seconds flat. He was followed by Lafferty (25.5 seconds), Howard Jewett, a newcomer to the team (26.2), and Campbell (26.4).

Other veterans of last season's team who will compete again are Eric Lee, Ed Weiseth and Hollis McMillan. The other team members are Paul Weiseth, Charles "Chas" Nelson, John Kirk, Bob Combs, Dave Tepfer, Mike Lutz, Ward Beck and Mike Porter.

And there may be something new – a girls' team. Five skiers of feminine gender showed up for the trials, just enough for one team. The word is, however, that more were expected but didn't show, so separate time trials for the girls will be held later.

First race for the South skiers will be the Silver Skis downhill and slalom at Mt. Hood Jan. 20-21.

\* **A Christmas Vacation training camp for Mighty Mites (Boys and girls 12 years and under)** and junior racers (14 and under) is scheduled by the Mt. Bachelor Ski School for Dec. 26-30.

The five-day ski school will offer skiing, coaching in racing techniques, waxing, racing etiquette and possibly movies. The staff will include Joe Ward, ski school director; Jack Meissner, training camp director and coach; and Meissner's wife, Virginia, training camp manager.

\* **Sun Valley opens its 25th anniversary season Saturday with skiing conditions expected to be the best for an opening in years.** Snow depths: Top of Baldy, 30 inches; Roundhouse, 26 inches; Dollar Mountain, 18 inches; and valley floor, 12 inches. (The Snow Line column will carry Sun Valley snow reports regularly.)

Scheduled attractions at Sun Valley during the silver anniversary include the season's first professional ski race Jan. 14 with a purse of 5,000 silver dollars; a television spectacular; and the country's first Pro-Am race Feb. 18, with amateurs teaming up with Sun Valley ski instructors.

\* **Ski Chatter: The Willamette Mountain Ski School will ring the opening bell this weekend,** continuing every weekend during the season and daily during Christmas and spring vacations.

The cold snap saw the mercury plummet to two degrees below zero Sunday at Mt. Bachelor as 800 skies showed up. "The lodge had a real good business," reported Manager Cliff Blann, but it reportedly was in-and-out business, with skiers popping in to warm up, then popping out again for more skiing . . . At Willamette Pass Sunday, the temperature never got above 16 and the snow was excellent. . .

Planning to forsake home and hearth on Christmas Day to go skiing? Bachelor and Timberline will be open; Willamette and Hoodoo will be closed (the Willamette brochure which indicated the area would be open Christmas Day was in error). . .

The Ski Patrol is installing "indoor plumbing" in the Ski Patrol building at Willamette Pass, but the new facility isn't being publicized. It's for Ski Patrolmen only. . . (Maybe it should be publicized as an incentive for joining the patrol?)

Racing helmets are compulsory this season for all downhill races and during official downhill training on race courses, according to rules of the National Ski Assn. (NSA), Pacific Northwest Ski Assn. (PNSA), and other governing bodies. PNSA is sending out letters to all racers to let them know that the new lower price on the helmets is now available. . .

South Eugene Skier Mike Lutz is the newest ski columnist. He's writing "Wax'n Tracks" for The Axe, South's student newspaper.

\* **Here are the Friday morning snow reports:**

(Not typed in this transcript. See Appendix A, article copy.)

Register-Guard  
January 12, 1962  
Page 2B

## **SNOW LINE**

### **Willamette Lift Breaks Down**

#### **Ski Patrolmen at Willamette Pass To Take Tests for National Ratings**

By Jerry Uhrhammer of the Register-Guard

\* **If there's ever a good time to twist an ankle or sprain a knee, the upcoming weekend** at Willamette Pass couldn't be better.

There will be Ski Patrolmen a-plenty.

Some 20 patrolmen from Willamette, Hoodoo, Bachelor, Mt. Hood and Lakeview will be at the ski area taking examinations for the National Ski Patrolman ratings. Host for the exams will be the Willamette Pass Ski Patrol, which itself will have five candidates for the coveted "National" rating.

The bulk of the activity will take place Saturday with the candidates undergoing tests in skiing (they don't have to be experts, but they do have to be competent), toboggan handling, first aid and map and compass. Saturday night at Oakridge, they'll take written tests in first aid and avalanche work

The tests will be finished up Sunday.

Examiners for the tests will include John Nasholm and Al Lindley of Eugene, Register Guard Ski School Director George Arnis, Keith Peitrie from Mt. Hood and Kurt Beam, divisional patrol chairman from Seattle.

(Second article, second column, paragraph 4 )

\* **The Ski Patrolmen may have a tough time getting their toboggans up to the top** of the slope. The report from Willamette Pass Friday morning was that the Pomalift is broken down.

Repair parts are being shipped from Denver, and George Korn says he hopes to have the lift running again by Sunday.

\* \* \* \*

Conversations with both John Nasholm and Bill Temple, who were both National rating evaluators, indicate that there was a change in the method of identifying and testing candidates for a National rating/appointment. In the years before the mid-70s, on-hill testing of toboggan handling and first aid skills were accompanied with written examinations. These were apparently open to “candidates” from ski patrols. A unanimous vote of the ski patrol was required before awarding the National patch. If the vote failed, the National patch was not granted. Following the mid-70s, the NSPS appears to have separated the on-hill testing with creation of the Senior Patroller certification which had separate clinics and testing for skiing and toboggan handling, Winter Emergency Care (first aid) and other elective modules which had to be completed for a Senior Patroller rating. The National Appointment then included a requirement for at least one season as a Senior and identified and documented involvement and support of the ski industry, skier safety, and promotion of skiing in general over a long period of time. All of this consideration was to be fully unknown to possible National Appointment candidates.

Nasholm was a National examiner in 1962 as stated in the Eugene Register-Guard article of January 12, 1962. Temple was also a National examiner at Willamette Pass and later following his transfer in 1967 and patrolling activity at Bachelor Butte, later named Mount Bachelor.

\* \* \* \* \*

Register-Guard  
February 16, 1962  
Page 3B

#### **SNOW LINE**

#### **Census to Determine Number of Skiers in Oregon, U.S.**

By Jerry Uhrhammer of the Register-Guard

#### **\* How many skiers are there in Oregon – and in the nation?**

**The answer has been the** subject of differing estimates for years. The estimates range from two or three million to as high as six million. A good middle ground is three to four million.

But these are estimates only. No one really has known. A relatively solid answer may be forthcoming, however, in a couple of weeks.

If you went skiing last Sunday and bought a lift ticket, you will be reflected in a nationwide “skier” census undertaken by the National Ski Assn. (NSA).

Each ski resort in the United States was to make a report last Sunday on the number of lift ticket buyers, the number of non-ticket buying skiers as well as a total estimate of the number of persons in the ski area.

The reports also were to define whether the turnout was normal, light or heavy, and whether weather conditions affected the number on the slopes.

When these reports are tabulated, we should have a fair to middlin’ idea of how large the skiing population really is.

The census was suggested by Bill Keil of Portland, chairman of the NSA’s public lands committee. The returns for Oregon alone may be compiled by next week; the national total by Mar. 1, he told the Snow Line Thursday.

#### **\* We mentioned two weeks ago that February is National Safety on Skis month – “SOS” for short.**

The Willamette Pass Ski Patrol – part of the National Ski Patrol System – will be participating in the SOS campaign during coming weeks. This weekend and next, patrolmen will be giving zipper-pull SOS medals at Willamette Pass for donations of \$1 or more; SOS decals for car windows, skis, mirrors, etc., for donations under \$1.

The Willamette Ski Patrol consists of 22 active Senior members – 17 men and five women- and five Junior Patrol members. Nine of the Seniors are National Patrolmen.

Their main function is to give aid to the injured and to prevent further injuries by promoting safety in skiing. This service is free of charge, and thus the patrol subsists mainly on donations and patrol organized fund-raising.

Last year, the ski patrol reports, accidents amounted t less than 1 per cent of the total number of people using the area. The greater number of the mishaps happened to males, aged 13 to 18, and mostly during the late afternoon hours.

\* **Almost everyone who has skied at Willamette Pass Ski Area this season** probably has been aware of a growing undercurrent of dissatisfaction with facilities at the area.

The dissatisfaction is not a sudden thing. It existed last year. Perhaps the most obvious manifestation was the movement which gained headway, briefly, to investigate Diamond Peak for possible development as a ski area.

This week, the groundswell of desire for better ski facilities broke into the open. The U.S. Forest Service received a letter signed by 38 persons – most, if not all, professional men, with a total of 158 skiers in their families – calling for more adequate facilities. A similar letter representing another 50 or so skiers followed Thursday.

The Forest Service has been aware for some time that the increasing population of skiers in the Emerald Empire has been swamping facilities at the area; that facilities were not keeping pace with the burgeoning number of skiers.

But this is the first demonstration from a sizeable group of skiers which indicates that skiers themselves are concerned.

Willamette National Forest Supervisor David Gibney indicated prompt action will be taken – in time for next season.

\* **It seems like a sure thing after last weekend – Mt. Bachelor undoubtedly will** host at least one major junior ski meet annually during seasons to come.

The Sun Cup races – first major races to be held there – were an unqualified success. Aside from the attributes of the mountain itself which as excellent terrain for top-notch races, the credit goes to the Bend Skyliners, sponsors of the race.

The organization displayed in planning and running the race was tremendous. Three groups of timers (three men in each group) alternated at the finish gate. A crew of ladies kept the results. Still another lady posted the time of each racer on a huge blackboard at the bottom of the course for everyone to see. Hordes of gatekeepers lined the race courses. And it was not long after each race was over that results were tabulated, mimeographed and available to everyone.

Perhaps the ultimate evidence was that the races started on time.

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February 23, 1962  
Page 3B

## **SNOW LINE**

### **Weekend Ski Races Slated at Hoodoo, Bachelor**

By Jerry Uhrhammer of the Register-Guard

\* **Two of mid-Oregon's three ski areas will have racers on the slopes this weekend.**

At Hoodoo Ski Bowl, it will be the annual running of the Santiam Giant Slalom. And at Mt. Bachelor, the collegians will be taking over for the Portland State College Intercollegiate Winter Carnival.

The Winter Carnival's competitive schedule began Friday with the slalom events. An open race (slalom) for both men and women of all shades of ability will be held Saturday morning, followed by the regular giant slalom event in the afternoon. The downhill race is set for Sunday.

Teams from 16 different colleges are entered in the meet. Included are teams from highly rated University of Nevada, University of Oregon, Oregon State, virtually all other Oregon colleges, the University of Idaho, and one team from California, Humboldt State College.

All of them will be competing for the Winter Carnival trophy, going to the school scoring the most points in the races. The Oregon Intercollegiate Trophy will go to the Oregon school with the top ski team.

Dave Whitehead, chairman of the carnival, estimated that up to 3,000 students from the 16 schools will be at Bachelor.

\* **The annual Santiam Giant Slalom will be drawing some 120 racers to Hoodoo Ski Bowl Sunday.**

A drawing for race positions will be held tonight by Tri-Pass Ski Club and starting time is set for noon Saturday. The course is to be set Saturday by Nap Rocque.

The junior experts will race first, followed by Senior Class B, junior intermediates, Senior Class C, and junior novices. Mighty Mites will run concurrently on a separate course.

\* **The short ski versus long ski controversy is back in the public prints.**

The current issue of Esquire magazine notes that short skis appeal mainly to beginners, primarily because their 2 ½ -foot length makes them far less cumbersome, rendering elementary maneuvers a lot easier.

On the other hand, the article states, "On soft pack, if you descend a gradual slope on the diagonal, you're liable to sort of settle in. With the full weight of a full-grown beginner on a pair of short skis, there just isn't enough resistance."

The short skis are also supposed to provide a resistance to the "correct" learning of the classic forms and techniques. "There can be no doubt," says Esquire, "that short skis are less hazardous for tyros and are useful in imparting a feeling of self-confidence. The question is whether or not the confidence is false."

\* **A week ago last Sunday was National Ski Census Day, with ski areas all over the nation reporting the number of skiers on hand on that single day.**

The census compilation isn't finished yet, but Bill Keil of Portland, chairman of the National Ski Assn.'s public lands committee who suggested the census, provided us with the local figure this week.

Altogether there were 2,338 skiers on Feb. 11 at Willamette Pass, Hoodoo Ski Bowl, and Mt. Bachelor.

The total number of skier-visits for the three areas during 1960-61 season was 66,750.

\* **In the same statistical vein, the final count is in on the 1962 Register-Guard Ski School.** Altogether, 643 students received lesions during the two monthly sessions – 210 more than in 1961.

There were 389 students in January and 254 in February.

\* **The Willamette Pass Ski Patrol will be continuing its "Safety on Skis" drive this weekend** as part of the national "SOS" campaign sponsored by the National Ski Patrol System.

Patrolmen will be giving "SOS" zipper-pull medals for contributions of \$1 or more. Also to be given away to contributors are few tickets for ski instruction in the Willamette Mountain Ski School, courtesy of George Arnis, director. One ticket will be given away Saturday, another Sunday.

\* **Ski chatter: A Pacific Northwest Ski Instructors Assn. will hold an Instructor's Clinic March 17-18** at Hoodoo Ski Bowl, with Nap Rocque conducting. The clinic, not an examination, is a training session for persons hoping to become certified instructors. A certification exam will be held later. Anyone interested should contact Rocque at Hoodoo Ski Bowl or George Arnis at Willamette Pass Ski Area.

Timberline Lodge at Mt. Hood is adopting an old baseball custom – Ladies Day. Every Thursday from now through the balance of the season will be Ladies Day, featuring a two-hour ski lesson for beginners, intermediate or advanced skiers, plus an all-day lift ticket. The tariff: \$4.

\* **Here are the Friday morning snow reports:** (See article copy, Appendix A.)

## SNOW LINE

### Willamette Pass Ski Area Scheduled to Receive Airing

By Jerry Uhrhammer of the Register-Guard

\* **The past, present and future – especially the future – of Willamette Pass ski area is scheduled to get an airing next week.**

David Gibney, supervisor of the Willamette National Forest, will be holding a by-invitation-only “forum” to discuss the complaints which recently were made against the area’s facilities.

Eleven persons, including nine active skiers concerned with the situation and area operator George Korn, have been invited to the forum. Exact day and time of the meeting was expected to be set Friday.

Purpose of the “forum,” explains Gibney, is to arrive at a mutual understanding of what a U.S. Forest Service permit to operate a ski area requires, discussion of the complaints made against the Willamette Pass facilities, and exploration of different ideas of what can and should be done to correct the situation.

Gibney indicated the proposals which come out of the meeting will likely help him arrive at a decision. He noted that this is the first time the Forest Service has received “documentation” of criticisms of the area’s facilities.

The original presentation of the petition signed by 38 professional men has been followed by other letters both pro and con, Gibney said. But, he added, “Nobody is really opposing George Korn at all.” All in all, Gibney said, “the community reaction I’ve had has been very healthy and very democratic.”

\* **Mt. Hood’s biggest ski races of the season – the Northwest Junior Alpine Championships – are coming up this weekend.**

More than 150 young skiers from Oregon, Washington and Idaho are expected to compete in the Saturday and Sunday events. The race is the last of five tournaments that determine which juniors will compete in the national junior championships at Big Mountain in Montana March 15-17.

\* **The Mt. Hood Ski Patrol and the National Ski Patrol System (NSPS) have come to a parting of the ways.** More bluntly, the Mt. Hood unit has been kicked out.

Behind this recent action is the refusal of the Mt. Hood patrol to pay the \$2 registration fee per patrolman which is now required of all NSPS members to pay the cost of personal liability insurance for every volunteer patrolman and officer in the NSPS. Another reason given is that the Mt. Hood patrol refused to cooperate in February’s Safety on Skis campaign, an NSPS project.

In a letter to the Mt. Hood patrol, NSPS national director William R. Judd said “it is seldom possible to adopt regulations that will satisfy 100% of the membership of any organization . . . (but) you certainly should be aware of the fact that complete chaos would result if the minority dissenters were permitted to disregard the regulations adopted by the majority.”

As far as the insurance is concerned, Judd continued, “A major reason no exception could be made in your case in this regard is that the insurance company stipulated there had to be 100 percent participation by the members of the NSPS or the insurance would be void. Therefore . . . I do not feel that I can place more than 6,000 other ski patrolmen in jeopardy . . .”

Judd officially requested the Mt. Hood patrol to remove all insignia denoting membership in the NSPS and stop identifying itself with the NSPS. He also asked intermediate return the National headquarters of the Outstanding Ski Patrol plaque which was voted to the Mt. Hood patrol in 1961.

\* **Here are the Friday morning snow reports:** (Not typed in this transcript. See article copy.)

## SNOW LINE

### **Dave Haffner Among Field in National Junior Alpine**

By Jerry Uhrhammer of the Register-Guard

\* **Next week, the cream of the nation's young skiers will be converging on Big Mountain in Montana** for the National Junior Alpine Championships – and among them will be Eugene's Dave Haffner.

At the conclusion of the Pacific Northwest Ski Assn. (PNSA) championships at Mt. Hood last Sunday, Dave, 177-year-old co-captain of South Eugene High's champion ski team, was one of 15 junior expert boys chosen to represent PNSA in the annual competition to determine national junior champions.

Dave, who missed a berth on the national team last season only because of a quirk in the scheduling, will be the sole Oregon boy on the squad. Karen Skjersaa, daughter of Bend ski shop owner Olaf Skjersaa, will be the only Oregonian on the eight-member girls' squad.

Dave and his parents, Dr. and Mrs. Wesley Haffner, and his sister, Janet, also a junior expert skier, will depart Tuesday for Kalispel, Mont. Dave is scheduled to race Thursday in the downhill which will be held on a 7,500-foot-long course with a 2,078-foot vertical drop.

Coach of the boys' PNSA team will be Jack Nagel of Seattle. And it will be the first time that Dave has ever worked under a coach in five seasons of racing. Dave has competed on an individual basis, without coaching.

Nevertheless, Dave has been a top contender in downhill at the major junior races which served as qualifying meets. He was first this season in the Walker Cup downhill at Spout Springs, second in the Cranston Cup at Bogus Basin, and fifth in the Sun Cup downhill at Mt. Bachelor.

\* **Barbara Hasek, Springfield mother of two, this week received a "Yellow Star" award** from the Ski Patrol organization in the Pacific Northwest for her "outstanding service" within the Willamette Pass Ski Patrol.

Only two such awards were made in the region this year, and they were the first in two years. It is also the first time that a "yellow Star" has been awarded to a member of the Willamette Pass Patrol.

Barbara is now in her fourth season of ski patrolling. IN one sense, it might be termed "Family togetherness, ski style," because activity in the ski patrol is a family enterprise for the Haseks. Her husband, Stan, who holds the rank of National Patrolman, has been on the patrol for five years. And their two sons, Bob, 13, and Norman, 15, who both started skiing at age six, are junior patrolmen.

So far this season, Stan hasn't missed a single weekend on the slopes. And Barbara has experienced only one weekend in which she hasn't been on duty, ready to provide first aid for fallen skiers.

Sometimes it provides laughs, too. Barbara tells the story of a seven-year-old boy whose leg she splinted recently after a fall. When she called the lad later in the week to determine whether the injury was serious, customary ski patrol procedure, he told her: "The doctor said I'm ok . . . I just sprung my knee."

\* **Mid-Oregon's ski areas begin operating daily this weekend to accommodate school age skiers** who will be enjoying spring vacation.

Willamette Pass ski area will be open every day through March 17. Hoodoo Ski Bowl likewise. Mt. Bachelor, of course, is open seven-days-a-week regularly.

Hoodoo, incidentally, will close March 19-21 (Monday through Wednesday), then reopen on Thursday, March 24 for vacationing college students.

\* **Ski chatter: The Pomalift at Willamette Pass broke down last Sunday – cable trouble.** Repairmen were at the area Thursday. The report Friday morning was that the Pomalift will be ready to go again Saturday.

Three skiers won a free ski lesson at Willamette Mountain Ski Patrol during the "Safety on Skis" campaign by the Willamette Pass Ski Patrol, but they still have to claim them. The numbers were 094896, 094872 and 094873. Contact George Arnis, ski school director.

South Eugene High's ski teams brought home the bacon in high school competition at the recent Santiam Giant Slalom. The "A" team placed first, the "C" team was second, and the "B" team, less fortunate, was sixth among the seven high school teams racing.

\* **Here are the Friday morning snow reports:** (See article copy Appendix A.)

Register-Guard

July 8, 1962

Page 9E

(Photo Caption)

### **Stocking Up**

Bob Hasek, 13, watches his father Stanley, closely as he applies the finishing touches to a rifle stock the elder Hasek shaped himself. The Hasek family, which includes Mr. Hasek and another son, Norman, 15, enjoys skiing, swimming, hiking, and a multitude of indoor hobbies and projects.

### **Haseks Work, Play as a Team**

By Marvin Tims

Of the Register-Guard

Members of the Stanley Hasek family of Springfield are a close knit, do-it-yourself group who believe they get more fun out of life doing things as a team.

And when they aren't out skiing at Willamette Pass, climbing a mountain or camping in the wilderness, the Haseks are busy working on project or hobbies

"We are a family that likes to work with our hands," said Mrs. Hasek, a pretty blonde who prefers to make most of her clothes because, "I like to sew."

"We find it is more fun to do as much as we can for ourselves. I can the food that Stanley raises in the garden and Stanley even made the stocks for the three rifles we have."

During an interview last week at the Hasek home, which is perched atop Willamette Heights and has a panoramic view to the west, it was obvious that Stanley and Barbara and their two boys, Norman, 15, and Bob, 13, were as close as peas in a pod.

### **SKIING FIRST LOVE**

"Stanley is the kind of father," Barbara said, "who believes in including the whole family in whatever activities we decide on. He wouldn't think of going skiing without taking all of us along."

And skiing happens to be the Haseks' first love. For years now, the foursome has spent every winter weekend skimming down the snowy slopes of the Willamette Pass.

All are expert skiers. Stanley and Barbra are members of the Willamette Ski Patrol and the two boys are Junior Ski Patrol members. Stanley is also a national ski patrolman.

"The boys have been skiing since they were five," Barbra said. "It's a wonderful family activity. We all take our sleeping bags and cook our own food on the weekend outings."

IN addition to hiking, skiing and camping, Barbra finds time for PTA work and is a director of the Willamalane Park District. "I enjoy recreational activities so much that it was only natural to seek election to the park board," she said.

### **HUMS LIKE A BEEHIVE**

You don't have to be in the Hasek home long to see that the place hums like a beehive. Bob plays the piano or makes electronic gadgets with a special kit. Norman, a skillful cello player, also plays the base fiddle as a member of the Eugene Symphony Orchestra.

Besides skiing, both boys love to swim and play tennis.

"I just don't know why people get bored with life," Barbara said. "There is so much to do."

But there is one thing she won't be doing for a long time. That is skiing, the sport she enjoys most. IN early May, she injured the Achilles' tendon in her right leg while stepping out of her car. Her leg is in a cast and she hobbles around on crutches.

Although her doctor has said she may never ski again, she is optimistic. She may still have to undergo several operations, but she feels she will be on skis again.

“Anyway, I can always cross-country ski. For the moment, I am looking forward to when I can walk again without crutches.”

So are the other members of the family.

\* \* \* \* \*

Maris' note: Stan Hasek received his National, 1961, #2342)

\* \* \* \* \*

Register-Guard

February 24, 1963

Section IV Page 15

(Photo and caption) George Arnis at home.

### **They Left Colorado to Escape Slopes – Now They're Up to Ears in Skiing**

By Jerry Uhrhammer

Register-Guard Sports News Editor

In August, 1957, a lean, sandy-haired Colorado man and his wife – he a school teacher, she a nurse – pulled their car to a stop in Cottage Grove. Here was their new home, far from the high Rockies they had left.

One of the reasons they had chosen to live and work in Oregon was, oddly enough, to “get out of skiing” – a way of life they had avidly followed in Colorado.

The reason why, as George Arnis explained recently, “I was up to my ears in skiing.” His wife, Ardie, added “We wanted to ski, but just for fun. We didn’t want to be active in it. . . .”

But such intentions, like New Year’s resolutions, frequently fall by the wayside. And this winter, the Arnis’ position relative to skiing is the same as it was more than six years ago – they’re up to their ears in it.

Arnis has been a professional ski patrolman, champion slalom racer and ski school director. Now he has reached a new skiing plateau as a ski area manager. He is running operations of the Willamette Ski Area on Highway 58, some 70 miles southeast of the Eugene-Springfield area.

When the “For Sale” sign was hung out at the ski area last summer, Arnis was instrumental in forming the group which eventually made the purchase – ten Cottage Grove school teachers each armed with credit union loans.

Despite a tardy opening when winter snows failed to arrive on time, they hope to expand and modernize the ski area to better meet the needs of the fast-growing population of skiers in the area. And those plans include a new day lodge to be built this summer.

Arnis, who resigned his teaching job to become full-time manager of the area, will be right at home in the mountains. He was born 34 years ago in the mining town of Leadville, Colo. high in the Colorado Rockies. And there, as a small boy, he first put on a pair of skis.

His first formal lessons in skiing came from a soldier at nearby Camp Hale, home of the Army’s mountain troops. After a high school competitive career of downhill, slalom, cross-country racing and ski jumping, Arnis enrolled at Colorado’s Western State College to get a degree in education and become a member of a ski team coached by Sven Wiik, who later was coach of the U.S. Olympic cross-country and jumping team.

Oddly enough, a freak accident during a collegiate cross-country race led to Arnis’ first venture into ski teaching. Crossing an irrigation ditch, the tips of his skis caught and he tumbled against the opposite bank, breaking his neck. While still recuperating the following season, Arnis got the chance to conduct ski classes for the college.

Following his senior year in which he raced only in slalom event, Arnis, with a new teaching degree, went to the famed Aspen ski resort – not to teach, but as a professional ski patrolman, maintaining slopes, controlling avalanches and giving first aid to skiers. After two seasons of this he became a teacher at the Aspen high school, a job which included being co-director of the school’s ski classes.

At Aspen, Arnis continued competitive skiing and became Southern Rocky Mountain slalom champion. What does a skier do in the summertime?

Arnis climbed mountains. In 1956, he was a member of the North American expedition which climbed four previously-unscaled peaks, the highest 20,500 feet, in the Peruvian Andes.

Later in 1956, Arnis, back at Aspen, began riding up the chairlift with a brunette nurse who worked at the Aspen hospital and skied in off-hours.

“He asked me for a date right after I got my first pair of stretch pants,” Ardie said. In June of 1957 they were married and two months later resolved to leave Colorado skiing behind for what they thought would be a more settled life in Oregon.

Instead, they began skiing at Willamette Pass and got acquainted with other skiers. Some of them talked Arnis into starting a ski school there. He did.

One of the reasons is explained by Ardie Arnis: “We found that on a teacher’s salary, we both couldn’t afford to ski if he didn’t do it.”

And the ski instruction business mushroomed. In the 1960-61 season, Arnis became director of the Register-Guard Ski School, which has been expanding ever since.

Ardie Arnis, meanwhile is still skiing too. Although the Arnis’ have three sons – Nick 4, Michael 3, and Christopher, born last fall – she’s a regular on Arnis’ corps of instructors.

And they’ve almost forgotten that they came to Oregon to escape from the active skiing life. They’re so busy they don’t have much time to think about it.

Register-Guard  
February 2, 1964  
Page 5E

**At Last!**  
**Willamette Skiers are**  
**Playing it Cool**  
By Doug Wilson  
Of the Register-Guard

For whiter, brighter mountains and a wetter, better valley, choose January, 1964.

Slightly soggy Willamette Valley residents will remember the recently departed month for its record rains, but in the mountains it was snow – and more and more snow.

Ski area operators in Oregon a year ago shed bitter tears of frustration as rain washed away snow every time it was just about deep enough for skiing.

This winter they are shedding tears of joy as snow piles up to prodigious depths.

But it’s not a perfect world. Snow came so fast that some areas were forced by its overabundance to close in mid-winter.

Now operators are hoping ski enthusiasm will last as long into spring as it appears the snow will remain good for skiing.

Snow the weekend of Jan. 18-19, which piled up an estimated seven feet deep at the Willamette Pass, built a total estimated at 13 feet and forced postponement of the Willamette Junior Slalom ski races there.

The same weekend, Mount Bachelor ski area south of Bend, which drew record crowds all last season while other areas went without snow, was forced to close because it was inaccessible.

Willamette Ski Area was open Jan. 19 minus races, but it might as well have been closed. The skier who strayed off the few narrow packed paths found himself stopped in hip deep powder.

Snow depth on the slopes was about the same as the height of the main tow rope, and thus the rope ran along the ground. Skiers who unwarily picked up the speeding rope were pulled head first into the snow.

Last year’s snow allowed Willamette Ski Area to operate only some 15 days. The few skiers who ventured up there spent most of their time dodging rocks and stumps.

The 1963 Register-Guard Ski School at Willamette Pass, after a series of postponements, finally cancelled its activities for the season late in February.

Bus loads of ski school hopefuls managed one day of class on Feb. 2, but torrential rains that afternoon and night washed the slopes clean and formed a lake near the parking are (sic) much more suitable for water skiing.

With no ski school and hardly any operation, Willamette Ski Area, Inc., a group of Cottage Grove teachers, found itself in tight financial straits when spring ended all hope of snow – and making money.

Conditions of the corporation's special use permit with the U. S. Forest Service stipulated that a day lodge estimated to cost \$95,000 would have to be build by the end of the year.

The Forest Service put off for a year the requirement of a day lodge and all other improvements, but as winter approached and snow stayed away, hopes for a big season grew feeble.

When the snow finally arrived last month the famine turned into a feast and skiers who have been staying home in droves began jamming mountain highways on weekends.

At Willamette Pass, which was deserted and desperate a month earlier, cars spilled out of the ample parking lot and lined the highway by the score.

But the loss of the highly lucrative holiday season at Willamette evidently will keep the corporation from ending its financial woes this season.

Area manager George Arnis estimates the lack of snow during the holidays will cost Willamette one third of its anticipated annual revenue.

Arnis says if the area is able to operate through April, as he predicts it will, the corporation will be able to pay all last year's bills, but little else.

Weekend crowds thus far have been only about average, he says, though ski school enrollment is up slightly.

An attempt to increase revenue by operating Willamette Wednesday through Friday has met with limited success.

Thursday is a good day, Arnis says, because a group of Eugene women have chartered a bus to the ski area.

But Wednesdays and Fridays are slow. So slow in fact that on at least one occasion Arnis didn't bother to turn the tows on for the few skiers who ventured up after hearing his radioed reports that tows were operating.

When the tows are running – breakdowns have been few so far – skiing is good. Weekend tow lines are a little long, but snow and weather conditions have been good for the most part.

Despite last year's disappointing season and the slow start this year, skiers can at last face the future without flinching.

They've got their snow, and it's there to stay.

At least until it melts.

Register-Guard  
February 6, 1964  
Page D1

### **Eugene Pair Journey Ten Miles Over snow It Was Their Way to Ski Unbeaten Paths**

By Pete Cornacchia

Of the Register-Guard

(Photo with caption: Bob Napier Climbs with Mt. Washington in Background)  
(Ski Trip route map provided)

For two Eugene men who often yearn to be where oxygen and people are scarce, a recent day's jaunt on skis into the wild white yonder of the high Cascades served two purposes.

John Lindstrom and Bob Napier, both 25, wanted to ski but they wanted to get away from the crowded ski areas with the waiting in line and the same old runs down the same old slopes.

And they also wanted a workout to help prepare them for some real serious mountain climbing this winter. So they decided to try a ten-mile trip from Hoodoo Ski Bowl south to the Patjens lakes.

For their first attempt at this sort of thing, they used regular downhill skis with some adjustments for touring. To make the skis more suitable for climbing, straps were fixed so that heels could lift free in a natural walking motion.

“We also had a map and compass but otherwise not much more equipment than we’d use at any ski area,” said Lindstrom, who has clambered over most of the Cascades. Lunch and water accounted for the heaviest portions of their light packs.

Lindstrom and Napier shoved off from Hoodoo Ski Bowl on a bright and warm Sunday morning and followed a Forest Service road south two miles to Big Lake.

The 400-acre lake, a busy and noisy place in summer with lots of water skiers and organizational activity, was put away for the winter under a dazzling white tarpaulin of ice and snow. Only sign that man had come here before was a steeple that showed where a church structure was hibernating.

With lofty and jagged Mt. Washington a white triangle in the blue sky off to their left, Lindstrom and Napier trudged more than a mile across the flat crust on the lake.

At the south end of Big Lake, they tamped back and forth along the shore in attempt to find the trail leading to the three Patjens lakes two miles off to the southwest.

“But in snow like that we judged was eight to ten feet deep and up to 15 feet in the drifts,” Lindstrom said, “we couldn’t find any sign of the trail or even any blaze marks on the trees. So we decided instead to head up on our right to a butte that overlooks the Patjens from the northwest, which also would give us a better view of the region.”

From Big Lake to the top of the butte, he and Napier climbed about 400 feet in less than two miles. This hardest part of the trip was made without much strain by traversing along a gradual angle up the slope.

From the top they surveyed a world in white, blessed and almost eerie in the silence and stillness which they found four hours away from the ski area.

Majestic in the magnificent panorama around them were several of the Cascades’ lofty peaks. On some the heavy mantle of snow hid or softened the jagged scars gouged by volcanoes and glaciers many million years ago.

To the north, they gazed upon Mt. Jefferson, Three Fingered Jack and nearby Hoodoo Butte. In the south were Belknap Crater, Mt. Washington, the Three Sisters, and the Husband. And way to the south was Diamond Peak.

“We didn’t see another creature stirring up there,” Lindstrom remarked. “But, surprisingly in snow so deep, we came across numerous tracks of small animals. Probably rabbits or, bobcats, judging from the bounding patterns.

Lindstrom said the snow was compacted well except for occasional soft spots and they didn’t have much trouble staying on top.

“The climb up the butte wasn’t difficult but it would’ve been even easier if we had climbers on our skis,” he noted.

Climbers, he explained, are strips of mohair which can be fastened on the bottom of the skis to provide better traction.

“We wanted them for this trip but the sets we ordered came in the wrong size and we went without them,” Lindstrom said.

“But we’ll certainly have climbers when we try Mt. Jefferson, which we hope to climb soon.

The warmup jaunt to the Patjens country and back was accomplished in less than eight hours but Lindstrom is figuring on a four-day expedition for the winter assault on 10,400-foot Jefferson. That one won’t be for beginners and will indeed get him away from crowds and waiting-lines.

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February 16, 1964  
Page 5B

### **Slalom Derby Slated Sunday at Willamette**

The Willamette Slalom Derby, originally scheduled for Jan. 19 but postponed because of too much snow, will be held Sunday at Willamette Ski Area on Highway 58.

The Tri-Pass Ski Club of Eugene is sponsoring the event for junior, novice and intermediate (obscured) with a starting time (obscured) fee of \$2.50 may be mailed this week to race chairman Nils Norman, 3021 Whitbeck Drive, Eugene.

Register-Guard  
February 23, 1964  
Page 15 III (Progress – The Mountains)

### **Snow and Slats**

#### **Willamette Pass Popular Area For Valley Skiers**

By Jerry Uhrhammer

Register-Guard Sports News Editor

If the widely-ballyhooed sunshine of Florida's Miami Beach was suddenly replaced by a month-after-month overcast, you can guess how many tourists would vacation elsewhere.

There's a group of Lane County men who know just how the Miami Beach business men would feel. They went through the same experience – in reverse.

These men, 11 schoolteachers from Cottage Grove, each got \$10,000 credit union loans a year ago last fall to buy the ski area at Willamette Pass, 70 miles southeast of Eugene in the Cascade Mountains.

They hurriedly made improvements to the ski area facilities before the onset of winter. Then they waited for snow to fall.

It turned into an agonizingly long wait.

Normal snowfall in the Cascades doesn't have to be measured in inches; it's easier to calculate it in feet. But all of the snow-measurers needed last winter was a short ruler, not a yardstick, as the winter storms detoured around the Pacific Northwest – or, when they did come over, dumped rain, not the white, fluffy crystals upon which ski area prosperity is built.

Oh, a few inches of snow fell. But the skimpy covering never was enough for good skiing. The plight of the schoolteachers gathered public attention. A friend cracked, "Everybody's good wishes are fine, but it's money they need."

This season, the schoolteachers knew, would be the make-or-break season. Their remaining capital was steadily shrinking.

So what happened? The winter began with little snow. It seemed like a repeat performance of the previous season.

But then, during Christmas week, the fates that govern winter finally smiled on the anxious schoolteachers. It began snowing and there was soon enough to open the facilities. And in January it really snowed.

The new management of the Willamette Ski Area couldn't have been happier – now it could join the boom which skiing has undergone not only in Oregon, but at all the nation's snow regions.

Even such natural setbacks as winters without snow haven't dampened the magnetism of skiing for the recreation-hungry public.

No figures exist on how many skiers there area now compared to a year ago, or five years ago.

But there is a gauge by which the number of new skiers may be judged – the number learning to ski in the various ski schools.

The January session of the Register-Guard Ski School at Willamette Ski Area, for example, attracted more than 4540 persons; there were hundreds more in the February classes. Mostly they are children and teenagers who, learning the correct techniques now, have many years of skiing ahead of them.

With the skiing population exploding, the ski area owners and managers are taking steps to meet the increasing demands by providing better service and facilities.

At Willamette Ski Area, for example, the schoolteachers constructed a new ski shop-ski rentals building, put fresh coats of bright paint on the older buildings, overhauled the once-balky Pomalift for smoother operation; “groomed” the slopes so skiing would be possible with less snow; and purchased a tractor-snow packer to pack down the new snow and thus make easier skiing for the not-so-expert. In the area’s future plans are a new day lodge and, one day, a chair-lift.

At Mt. Bachelor, 20 miles west of Bend, plans are in the wind for a second chairlift to meet the demands of the ever-growing horde of skiers – plus increased parking and lodge facilities. Bachelor, at the highest altitude of any ski area in the state, didn’t undergo the snow drought that other areas experienced last winter and thus became a mecca for skiers from all over the snow-starved Pacific Coast. This season, even larger crowds are reported.

Where once the ski areas in this region were usually open only on weekends, or with one day during the week, the pattern is now to start operating on Wednesday or Thursday, and continue daily through the weekend, hoping to attract the growing number of housewives and others who get days off during the week.

The Bend Bulletin

March 12, 1964

Page 7

### **Ski patrols to hold contest on Bachelor Butte**

A toboggan and first aid contest – that’s the next thing on the Central Oregon Alpine docket.

Bachelor Butte and the Bachelor Butte Ski Patrol Sunday will hold this first contest of its kind in the Pacific Northwest since 1960.

It will bring ski patrol men and women from Idaho, Washington and Oregon. There will be one men’s team from each of the 10 ski areas in the Northwest plus three or four women’s teams.

Area patrols to be represented include: Idaho – Bogus Basin; Washington – Crystal Mountain, Hyak, White Pass, Stevens Pass, the Snoqualmie summit, and Ski Acres, and Oregon – Bachelor Butte, Hoodoo Ski Bowl, and Willamette Pass.

Competition will be stiff. These PNW ski patrols are regarded as some of the best in the country. Forty to 50 participants are expected.

Sunday’s event will consist of a timed toboggan run to the location of a simulated ski accident victim, a practical first aid problem, and a timed toboggan runout bearing the litter patient.

Saturday night will see a no host dinner for contestants and guests. Trophies will be awarded the winning teams on Sunday afternoon following the contest.

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March 16, 1964

Page B1

(Photo and caption)

### **Dear Dad**

Dads can be a help in a pinch discovered Steven Nave, 12 of Eugene, Sunday when he fell while skiing at Willamette Pass. His father, Virgil Nave, a member of the Willamette Ski Patrol, is the rear man on the sled which brought Steven off the slopes for a check of his injuries. Result of the tumble, it turned out, was a sprained ankle. Lead man on the rescue crew is James Henderson, another ski patrol member.

Maris Note: The toboggan is an aluminum Akia, one of which is mounted on the west wall of the Ski Patrol First Aid Room at the ski area. Steven is riding feet first and looking up over his covering with a wide eyed expression somewhat like, “Oh boy, am I in for it now!” The photo location may be at skiers left, at the bottom of the present By George run, on the flats.

Register-Guard  
April 3, 1964  
Page 2B

### **Patrolmen Sought At Willamette**

Wanted: Volunteers (men or women) for the Willamette Pass Ski Patrol next season.

Stan Hasek of Springfield, patrol leader, putout a notice that he's looking for additional patrolmen to help patrol the Willamette Ski Area slopes and aid skiers who become injured.

Would be patrolmen must be 18 or older, have a current advanced first aid card and be able to ski well enough to handle a toboggan safely. Persons with out-of-date first aid cards can take a refresher course, Hasek said.

Interested persons may call Hasek at 747-2458.

Register-Guard  
March 25, 1965  
Page 4D

### **Rescue Contest Sunday for Skiers**

The best men's and women's volunteer ski patrol teams from Oregon will compete in the state rescue contest at the Hoodoo Ski Bowl Sunday.

Teams from Santiam Pass, Willamette Pass, Mt. Ashland and Bachelor Butte are entered. Competition begins at 10 a.m.

Ski patrol members check all ski slopes and trails each day before skiers are allowed on up-hill facilities. They also patrol the slopes during the day and check them again at night after all skiers have left.

## APPROACHING STORM

Register-Guard  
February 9, 1967  
Page 2D

### SNOW LINES

#### National Ski Patrol Leaves Willamette

By Neil Cawood of the Register-Guard

**A DISAGREEMENT OVER** the use of a building at the Willamette Ski Area has prompted National Ski Patrol volunteers to abandon their activities at the Willamette Pass establishment.

The ski area is not left without a ski patrol, however, since Manager George Arnis has paid employes (sic) patrolling the slopes.

Virgil Nave, president of the local National Ski Patrol chapter, said that the building in question was built by the Ski Patrol and has in the past been run by the national volunteer group, but that this year it was taken over by Arnis and his employes. (sic)

“Arnis added two of his employes (sic) to the National Patrol staff,” said Nave, “and they brought their friends into the building until it made it impossible at times to go about our work.”

Nave also said that the building was used as sleeping quarters for employes (sic) of the ski area without the permission of the ski patrol.

**ARNIS COUNTERS WITH:** “We are responsible for all the buildings on the land we lease from the National Forest Service, and we have to maintain and control them. The building is officially called ‘Mountain Maintenance and Skiing Safety Building’, and we are responsible for who goes in it, not the Ski Patrol.”

AS answer to the question of who constructed the building, Arnis said: “If I am to believe everyone who says he built the building, then 5,000 people must have built it.”

Arnis continued: “I hired two patrolmen for the first time this year so there would be some coordination with the volunteer group. Before this year the volunteer group was autonomous, but by having two of my own patrolmen working with the group the patrolling became more efficient.”

Arnis now has four employes (sic) patrolling the Willamette Slopes, while in the past, eight National Ski Patrolmen did the job.

“I have four doing what eight used to do,” said Arnis. “My men are well trained, efficient, and experienced. As far as the public is concerned the skiers are as well protected as before, and I think they’re better protected.”

**THE UNITED STATES** Forest Service, which leases the ski area to Arnis, has no jurisdiction in the dispute, except to see that the area provides adequate ski patrols.

“The use of the building is between Arnis and the Ski Patrol,” said Al Sorseth of the Willamette National Forest staff in Eugene. “We require that the manager furnish patrolmen. He can hire them or use the Ski Patrol, but either way they have to meet our standards and have adequate coverage on the hill.”

Sorseth said that periodic checking has shown that Arnis is meeting the government’s patrolling standards. The Willamette Ski Area is now one of only two of some 30 ski resorts in the Pacific Northwest Ski Patrol (Washington, Oregon and Southern Idaho) that does not use the National Ski Patrol, according to Vioal Kurzeja, secretary of the PNW division.

“Mt. Hood was the only ski area that provided its own patrol and didn’t use the Ski Patrol at all,” said Mrs. Kurzeja.

**MRS. KURZEJA POINTED** out in ski areas where the National Ski Patrol operates, the group is provided with either a building of its own or is allocated a portion of the main lodge in which to work.

Arnis stated that he has no objections if the National Ski Patrol resumes its volunteer activities at Willamette, but said that he has had no direct correspondence with the group.

Naïve, on the other hand, contends that the Ski Patrol has attempted to get a meeting with Arnis and a United States Forest service representative, but neither party responded.

Neither Arnis nor Nave gave any indication whether they thought the dispute would be resolved or not.

Presently the “striking”

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Page 2C

## **SNOW LINES**

### **Paid Employees Patrolling Slopes**

By Neil Cawood of the Register-Guard

**EACH DAY THE** Willamette Ski Area operates without the National Ski Patrol the more difficult it may become for the volunteer group to return to the slopes.

Willamette Ski Area Manager George Arnis and the Ski Patrol, under supervision of Virgil Nave, came to a parting of the ways recently, allegedly over the use of a building at the ski area. The ski patrol contends its national standards were jeopardized when the building it used for its operations was turned in to a multi-purpose building by Arnis.

Arnis has been using paid employees to patrol the slopes, since the split-up, and he’s “got it running so smoothly it’s become a joy.”

Meanwhile, Nave said he was willing to negotiate, saying, “I don’t feel there’s anything that can’t be worked out.

**NEITHER THE SATURDAY** nor Sunday Register-Guard Ski School buses have been sold out, according to the promotional department at the Register-Guard. Buses leave the Register-Guard from between 7:30 and 8 a.m. each day. The second session begins this weekend at the Willamette Ski Area.

**THE UNITED STATES** Forest Service has posted a warning sign at the gravel pit, used for tobogganing, across from the Willamette Pass Ski Area on the Willamette Pass.

So far tobogganists have recorded two broken backs, a broken wrist, and a broken nose sliding down the slopes.

Don Culver at the Oakridge station states that the reason the area is dangerous is because of the lack of a level spot to conclude the run. “They with hit something or drag their arms and legs and try to stop,” Culver said.

Culver pointed out that the gravel pit is the only sledding area in the vicinity and the Forest Service is hesitant to close the area outright.

**IF THE TEMPERATURES** stay low until this weekend the chances are good for excellent skiing. The first snowfall in three weeks fell in the local Cascades this week, bringing from 7 to 14 inches of new snow.

Register-Guard  
February 17, 1967  
Page 14A  
(Letters to the Editor)

## **Ski Patrol Functions**

**Hoodoo Bowl** (To the Editor) – After reading the article regarding the National Ski Patrol System leaving Willamette Pass Ski Area, I feel it is only just that someone speak out to clarify a few facts.

The National Ski Patrol System has minimum standards of first aid, skiing ability, and rescue techniques that it requires of all members. We begin our training, long before the snow falls, with an eight-hour first aid refresher course, concentrating on winter rescue techniques . . . As soon as there is snow we spend four hours in “on-the-hill” work in first aid and lift evacuation practice, so that when the area opens for the season we are fully prepared. During atypical work day we stay on the slope from the time the lifts open until after they are closed, not only covering the more advanced urn that we all enjoy skiing but also the beginning and

intermediate runs . . . We take care of people who suffer mishaps, but we also practice accident prevention. At the end of the day we sweep all of the trails and runs to be sure all our fellow skiers are safely down. In return for this we receive our lift ticket. However, we like to think we are volunteering our time so as to make skiing a better sport for all to enjoy . . .

Most patrol receive 47 per cent of 1 per cent of all tickets purchased in their area for funds to operate their patrol so that they have proper first aid supplies and a first-aid building to take care of the injured. All other support comes from public donations (which are tax deductible, incidentally). These are the minimum requirements of a ski patrol that is affiliated with the National Ski Patrol System; most patrols try to do more. The Willamette Pass Ski Patrol felt that they were unable to maintain even the minimum standards at their area, and this is the main reason that they withdrew. They are not striking. The question of the first aid building is just one point of dispute . . .

In closing, since approximately 600 ski areas in the United States are enjoying the service of over 12,000 members of the National Ski Patrol System, it would seem that we have something substantial to offer the skiing public.

GARY E. HOLT  
Patrol Leader  
Santiam Pass Ski Patrol

Register-Guard  
December 22, 1968  
Page 1  
(Photo and caption)

**Robert Moblo**  
Heart Attack Fatal  
(Main article)

#### **South Eugene High Chairman Of Music Department Dies**

Robert Bernard Moblo, chairman of the department of music at South Eugene High School for the past five years, died Saturday afternoon at the Willamette Pass ski area.

Moblo, who was 46, collapsed at the base of a ski slope, apparently of a heart attack. He was in the ski area with the Willamette Ski Patrol, of which he was a member.

(Article continues with personal and teaching information.)

Register-Guard  
April 3, 1969  
Page 2D

#### **Snow Lines** **Lafferty Shines On Ski Slopes**

By Neil Cawood  
Of the Register-Guard

It's been quite a week for Eugene's Mike Lafferty, the former South Eugene student now attending the University of Colorado.

Over the weekend, Lafferty won the NCAA downhill event for the Buffaloes, while the University of Denver walked off with the team championship.

Then Tuesday and Wednesday, the former Bend Skyliner junior racer picked up a third place in the Silver Skis international race at Crystal Mountain in Washington.

Lafferty was in third place after the first day's run – a course that stretched a mile down the mountain – and sustained that place in the second day's run.

Mike has been juggling his studies between ski trips – one taking him to Europe as a member of the United States B team in January.

\* \* \*

The fifth annual University of Oregon Invitational Ski Meet at Mt. Bachelor will be held this weekend with eight schools competing.

Three events will be scored – cross-country (Friday), slalom (Saturday) and a downhill (Sunday). A fourth, non-scoring event, the cross country relay will be held Sunday afternoon.

Oregon is considered a slight favorite in the meet over Sierra College of California. The Ducks won the Northwest Championships last weekend at Mt. Hood, but Sierra was not represented.

Other schools competing will be Oregon State, Central Oregon Community College, Western Washington State College, Pacific Lutheran, College of the Siskiyous, and University of Washington.

\* \* \*

Skiing begins its slow-down this week, gradually tapering off through the months of April, May and possibly even June.

Lee Foster, manager of Hoodoo Bowl, has the Santiam Pass ski area operating only four days a week now, Thursdays, Fridays, Saturdays, and Sundays. Foster, however, with a snow pack of some eight feet left, plans to keep the area open as long as the snow lasts – which may be some time.

At Mt. Bachelor, the Bend area resort will continue daily operations until April 20th, when it switches to weekends. May 18th is the final skiing date for Mt. Bachelor.

The Willamette Ski Area plans to continue its full four-day (Thursday, Friday, Saturday, Sunday) schedule through April 27.

\* \* \*

Vince Genna, lodge manager at Mt. Bachelor, plans to leave that position at the end of the current season.

“I’m just not cut out to be an innkeeper,” said Genna, who has drawn many compliments for his work this season.

Genna, who worked for the Bend recreation department, had been active in youth activities, principally baseball, and hopes to return to that line of work this summer.

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February 8, 1970

EMERALD EMPIRE (Section)

Page 3

### **The Perils Of the Winter Woods**

By Dan Sellard

Skiers who get off the beaten track in winter don't always make it home.

(Photo and caption.)

Explorer Scouts of Post 178 conduct a winter rescue drill.

(Main Article)

When Lee Maier of Eugene was found in the woods near the Erma Bell Lakes last November, he was tired, cold, wet and hungry.

He was also lucky. Searches had got to him while he was still alive.

Maier, 26, spent two nights lost in the woods after he strayed from a hunting party. The first night, he walked a lot to keep warm and then slept in the snow alongside a log. The second night, he found a vacant guard station and spent the night there.

Two horsemen spotted him on a Tuesday morning wandering between the station and the lakes.

David McCoy, 18, of Bend, wasn't so lucky. He dies Jan. 6 in the foothills west of Mount Bachelor near Bend. A companion, John Martin, also 18 was rescued.

Martin and McCoy had skied cross country from the Bachelor ski area. Martin, after breaking his ski bindings and losing a shoe, holed up for the night. McCoy went on to seek help.

He foundered in the deep snow, became exhausted and froze to death.

Wintertime searches and rescue attempts are no longer rare. They are, in fact, occurring with such frequency that officials have

*Continued on Page 4*

become gravely concerned – not only for the safety of lost sportsmen but for that of the rescue crews that must go into the woods to aid them.

“We’re going to have real trouble one of these days,” says Mel Jackson, president of the Eugene Mountain Rescue unit. “I can feel it coming . . . We’re going to have a lot of people lost or injured and we’ll have a hard time helping them.”

The number of people skiing cross country, snowmobiling, snowshoeing and hiking into the snow country increases each winter. “On any weekend, there are hundreds of folks out in the woods,” he says. “I drive along the highways – Willamette and McKenzie – and see those snow-covered cars parked at the edge of the road and assume that each one means there’s another party out in the woods.”

Many people with little knowledge of winter survival techniques are going far off the beaten tracks, Jackson says.

The snowmobiles, he says, are going further and further from civilization. Their machines can take them 20 miles in an hour, and that’s a long, long way in the event of a breakdown or a broken leg.”

More cross country skiers are out this year, too – not to mention snowshoes. “They’re all over the woods,” Jackson says.

Jackson, a recreation director for the City of Eugene, doesn’t want to p[oo]h-poo]h fun in the snow. It’s great recreation, he says. “The mountains are beautiful with a mantle of snow. The air is clear and the whole experience is thrilling.”

But he wishes that people would have more respect for the woods’ ability to kill in winter.

“We don’t like to carry dead bodies,” he says grimly.

“A search in the snow is a slow and painful process. Time is a vital factor. You just don’t have the time that you do in warmer weather . . . It doesn’t take long for a tired or injured person to die in zero temperatures.”

Lane County is fairly well organized for winter searches and rescues, he says. “When the alarm goes out, we can send our helicopters, trained mountaineers and an excellent Explorer Scout post. And our sheriff’s department is very good in that kind of emergency.”

But this doesn’t mean automatic success, he cautions. “Bad weather can ground helicopters, and foot travel is might slow when the snow is deep. If you’ve ever flown over the Cascades when they’re covered with snow, you know how hard it would be to find them in time.”

Eugene Mountain Rescue has a membership of 50. “We can use more members,” says Jackson. “People shouldn’t hold back because they’re not experts . . . We often need plain old muscle power . . . We have lots of leadership and lots of expertise but we don’t have enough people who can just leave their jobs and go help.

It’s a lot better for people to volunteer now and get some training than it is for them to wait and volunteer during an emergency . . . We may need them then, but we’d rather have them now.”

Supporting Eugene Mountain Rescue is an elite group of youngsters in Explorer Post 178. This “Back-up crew” came into being eight years ago. its sponsorship recently moved from the Georgia-Pacific Corporation’s Springfield Division to the Lane County Sheriff’s Department.

When a search is organized, the Scouts do whatever is needed – set up the base camp, supply valuable communications links, or actually search. Many times, they have carried injured persons to waiting ambulances.

Forty boys of ages 14-18 make up the organization that has helped out on 61 search and rescue missions since 1962. During eh year form July, 1968, to July, 1969, the post spent 2,546 boy hours on 11 missions.

Because of this public service, the post has been praised many times. But Dick Swanson the post’s chief advisor says his organization’s efficiency is hindered by lack of equipment.

We’ve worked hard to build up our equipment, he says, “but it is still not good enough for wintertime missions.”

The post is now conducting a low-pressure campaign to raise money to buy two snowmobiles and auxiliary equipment. The goal is \$4,000.

Swanson says, and Jackson agrees, that the snowmobiles would give searchers and rescuers valuable mobility.

“The machines could tow skiers or supplies,” Swanson explains. “And they’d save time getting people out once they’re found. A snowmobile could mean the margin we need to save a life.”

Jackson says a good operating procedure would be to send expert skiers to an injured person and then to have the Explorer Scouts come to help carry the victim out.

“In wintertime, the first thing to do when a person is found is to provide food, shelter and first aid,” he explains. “The first crew would take care of that and keep the man alive until more help arrived. Snowmobiles would help a lot in getting the victim back to civilization.”

Jay Bowerman, a veteran cross country skier who has skied in many parts of the world, agrees that recreationists take senseless risks in wintertime.

Bowerman, a member of the American Cross Country Ski Team, as with the search party that found Martin and McCoy’s body near Bend earlier this year.

Although he is hesitant to criticize either skier, Bowerman does say that they “probably did over-extend themselves.”

The two were not experienced cross country skiers, he says “and like so many other people, they tried to do too much.”

The mountains that are so friendly and comforting in the summer can be cold and deadly in the winter. “It can be very deceptive,” Bowerman says. When there’s a storm, you can lose your sense of direction, and when you’re tired you are more prone to injury. You can get lost or hurt, and help will be mighty slow getting to you.”

Martin and McCoy had set out on a 12-mile loop from the lodge at Bachelor but had trouble, Bowerman says.

The two boys got a little worried when the sun began going down, so they started on a direct route back to the lodge rather than backtracking on their own path.

“They found themselves in rough terrain, up and down with a lot of trees. They had trouble with their ski bindings and John (Martin) lost a shoe. By that time, his feet were so numb with the cold that he didn’t know for a while that his shoe was off.”

Martin decided to stay in the woods for the night and McCoy went for help. This was a mistake, says Bowerman. “If they had stayed together, they both would have made it.”

Martin dug a hole in the snow, burrowed into it for the night and, although severely frostbitten, survived the zero temperature weather. McCoy got only a few miles, became exhausted and dies. “He tried to make it through hip high snow without his skis . . . The bindings were busted . . . but it’s awfully hard to travel in deep snow on foot,” says Bowerman. “It would have been wiser to tear up a shirt or something to bind his skis with.”

Neither Martin or McCoy had matches, food or extra clothing. “Martin did have a compass because when he told me where he was going the day before, I insisted that he take one of mine.”

Bowerman has some simple rules:

- \* Make sure that authorities (ski patrol, snow ranger) know where you’re going and how long you’ll be out. Leave a note on your parked car.

- \* Never go out alone. Go with a buddy or better yet, several.

- \* Take these items with you: matches and candle, string, wire, screwdriver and pliers for ski binding repairs; extra ski wax, extra socks, mittens and hat in a waterproof bag; food, first aid kit; map and compass if you’re going into strange terrain; and, on a moderately long trip (more than a few miles) a spare ski tip of the aluminum type that can be clamped on a broken ski.

But above all, says Bowerman, respect the terrain and the weather. “Assume that the conditions are going to be bad,” he says. “On the day that the two boys had their trouble, the weather was good. It was overcast. But the weather turned real cold. By late afternoon, the thermometer was down to about five degrees.”

You can get so tired that you can’t generate enough body heat, Bowerman explained. “Your metabolism changes and you just can’t make it. Your will says keep on, but your body cries for rest.”

And when the body wins over the will, sleep can lead to freezing. During sleep, body temperatures are lower because the pulse slows and the system is less able to fight off the freezing weather.

"I've gone to sleep standing on my skis," says Bowerman. "On cross country runs, I've skied down a slope, stopped to rest at the bottom and gone to sleep right on my feet."

Bowerman and other men who are wise in the ways of the woods are ready and willing to go to the aid of anyone who's lost or hurt and needs help. But they know that most search rescue efforts would be unnecessary if people simply learned the dangers before venturing into the wilds.

"We're offering a lot of classes in the city system so that people can learn more about winter conditions," says Jackson. "We're not doing as much as I wish we were, but at least we're teaching people how to get along in the snow and cold."

Winter sports, after all, are supposed to be fun. And freezing to death hardly fits the definition.

Register-Guard  
October 19, 1970  
Page 3B

### **Color ski film to be shown**

In 1950 an unknown ski enthusiast named Warren Miller showed his first ski film in Eugene under the sponsorship of the Obsidians.

Now, in 1970, Miller's latest version returns, as it has since 1968, to signal the official start of the skiing season.

The 90-minute color film, "The Sound of Winter" will be shown at the South Eugene High School Auditorium Tuesday night at 8 o'clock. The Willamette Pass Ski Patrol and the South Eugene ski team will share in the sponsorship of the movie.

Doors will open at 7 p.m. and displays of the latest ski fashions and equipment will be on hand. Door prizes (sic) will also be given away.

Areas featured in the movie will include France, Switzerland, Japan, Colorado, Idaho, Vermont, Michigan, California, and Hawaii.

Adult tickets sell for \$2 and students (through high school) go for \$1.50. Tickets will be sold only at the door.

Register-Guard  
February 1, 1970  
Page 2B

### **ENROLL NOW**

#### **Register Guard / Eugene Parks Ski School**

For various reasons the Register-Guard has not sponsored a Ski School for the past four years. But, for the 1971-72 season the Register-Guard has joined with the Eugene Parks and Recreation Department to sponsor a first class school. Emphasized will be the teaching of safe skiing, skiing that will mean years of Winter fun for those who attend, because they will be instructed properly.

(Photo with caption.)

#### **Jon Dix**

#### **Director of the Guard-Parks Ski School**

Mr. Dix is a certified PNSIA Instructor and has 14 years of skiing experience. In previous years he has instructed at Bachelor and in the Reno ski area.

Mr. Dix will be responsible for about 25 instructors all of who are Registered and or Associated PNSA instructors.

Assisting Dix with the Ski School administrative work will be Mel Jackson and Sue Blix. Jackson is Outdoor Environment Coordinator and Blix is Outdoor Supervisor with the Eugene Parks and Recreation Department.

PLEASE READ CAREFULLY

**Ski School Facts**

For further information call one of the parks locations listed at the bottom left of this ad.

**PLACE:**

The school will be held at the Willamette ski area, on highway 58, 63 miles Southeast of Eugene.

**TECHNIQUE:**

The instructors of the Guard-Parks Ski School will be teaching the American technique. Class lengths, 90 minutes.

**TRANSPORTATION:**

Chartered buses will be used. Buses will depart and return to Sheldon Community Center, 2445 Willakenzie Rd. Buses will start loading at 7 A.M. and leave promptly at 7:30 A.M. Buses will return about 6 P.M.

**STANDBY RIDES:**

Stand-by space may be available each lesson day after all ticket holders have been seated.

**CHAPERONES:**

Each bus will have a chaperone who will ride the bus to and from the ski area.

**AGE MINIMUM:**

Age minimum for bus transportation is 10 years. Those 6 to 9 years will be taken on the bus is accompanied by a parent or must furnish their own transportation.

**RENTALS:**

Basic ski equipment (skis, bindings, poles, and boots) can be rented. Rentals are available at Willamette ski area or Eugene stores.

**TICKETS:**

Bus and lesson tickets are non-transferable and lost tickets will not be replaced.

(See Appendix A for full advertisement, registration locations, and registration form.)

## ENTERING THE FOREST OF NEW OWNERS - 1972

Register-Guard

March 8, 1972

Page 3D

### Hoodoo owners taking over

#### **Willamette Pass ski area sold**

By Neil Cawood

Of the Register-Guard

For the fifth time in less than 11 years, the Willamette Pass Ski Area is changing hands.

An agreement between Keith Hedeem, present owner of Willamette, and Hoodoo Ski Bowl Developers, Inc. has been signed that will turn the Highway 58 ski area over to the owners of Hoodoo Bowl on April 1.

No purchase price was announced, but Lee Foster, who will manage both Hoodoo and Willamette, said that all tows, machines and buildings were included in the transaction.

Although the United States Forest Service has not officially approved the transfer of ownership, Foster says that a letter has been received from the government agency "indicating approval of the transfer."

Willamette has been operating on one-year leases since Hedeem purchased the ski area in October 1969.

Hedeem gained control of Willamette when the Eugene-Lane Teachers Credit Union offered the area for sale. The credit union assumed control of the area in 1968 after loaning \$100,000 to 10 school teachers to purchase the area in 1962.

Bad skiing weather and other setbacks hindered the operation from 1962 until the credit union took over.

The teachers purchased the ski area from George Korn, the owner since 1959 (sic, 1949 is correct.) for a reported \$55,000.

According to Foster, the concept of Willamette – that of a weekend family and ski school area – will remain the same.

"It's a good ski school area and we're getting pretty well saturated at Hoodoo and this will add to the total ski school terrain."

The Hoodoo corporation plans to install restrooms at Willamette this summer and has hopes of constructing a chairlift to the top of the butte that has invitingly beckoned skiers since the area was first developed.

Every owner since Korn in 1955 has had plans to build a lift to the top of the mountain overlooking the area, but none has materialized.

"We'll sit down this summer and look it over," said Foster. "The area definitely can support a chair and a day lodge.

"We feel that a larger corporation, (sic, corporation?) with its know-how, can upgrade the area and make it an all-around success.

Foster indicated that the Hoodoo corporation will not siphon off profits from the Hoodoo Ski Bowl to Willamette, but will instead finance Willamette's improvements separately.

Foster will manage both ski areas, but will hire a mountain manager to direct Willamette.

Hedeem, who has announced profits in each of his three years of operation, listed lack of large-scale financing as his reason for selling.

"I don't have the capital and I couldn't make the needed improvements myself, but I wanted to see the area keep going.

"Hoodoo also has the connections with lift manufacturers, since they've done business with them before.

"The area has been build back to where it's profitable and now it needs some improvements."

Hedeem ran the ski area on weekends working during the week as a business manager for an automobile agency in Eugene.

"I think I'll take off and go skiing for a while," laughed Hedeem when the transaction was announced Tuesday.

Register-Guard  
March 29, 1972  
Page D1

### **Ski facilities cut schedules**

Ski areas are beginning to slacken the pace.

Willamette Pass Ski Area already has closed and Mt. Bachelor and Hoodoo Ski Bowl will go to abbreviated schedules.

Hoodoo is now running Thursdays through Sundays and will operate through this weekend at least. After the weekend, the hoodoo management will determine if skiing interest is sufficient to keep the area open.

Mt. Bachelor will operate daily until April 30, then slow to weekends only and finally close after the weekend of May 13-14.

Register-Guard  
May 28, 1972  
Page 4B

### **Patrol honors Cliff Soderstrom**

Cliff Soderstrom of Eugene has been named the outstanding patrolman of the year by the Santiam Pass Ski Patrol, it was announced today. Soderstrom was also inducted as the assistant patrol leader for the 1972-73 season.

Other honors announced by the ski patrol include Roger Deaver, Cottage Grove, outstanding new patrolman; Kathy Poppen, Eugene, outstanding junior patrolman; and Mrs. Cliff Soderstrom, the outstanding auxiliary.

Register-Guard  
October 19, 1972  
Page 3B

### **Course set for first aid**

The Santiam Pass Ski Patrol will hold a first aid refresher course Saturday at Cal Young Junior High from 8:30 a.m. until 5:30 p.m.

The course is required training for ski patrol members, both old members and new prospective members. The second half of the course will be held later under actual ski conditions.

The following weekend, the Willamette and Santiam Pass Ski Patrol will sponsor a "ski-swap" at 63 West Broadway.

Skiers can consign their used equipment to be sold at the sale, which runs Friday night and all day Saturday and Sunday.

For more information on either of the coming events, call Bob Poppen at 686-2711.

Register-Guard  
November 26, 1972  
Page B1

### **It's skiing season, but where's the snow?**

By Neil Cawood

Of the Register-Guard

"We've got 12 inches of packed snow- and we're not very happy about it."

"It's pretty thin - like about four inches."

"We're open, but we still have some rocks showing."

The remarks are typical around the Northwest, with ski area operators facing a problem of not enough snow.

In Oregon, four ski areas are open, but none has more than two feet, and one – Mt. Bachelor – is operating with no more than a foot of snow.

Of the four resorts now in operation, three – Bachelor, Timberline and Mt. Hood Meadows – are open for the season on a seven-day-a-week basis.

For those that have not accumulated enough snow to start the lifts and tows, the weekend of (sic) Dec. 2-3 is the target.

Among those who gave up for this weekend, is Lee Foster, manager of Hoodoo and Willamette.

The Willamette Ski area operation has been taken over by Foster and, this season passes will be honored at both areas. A Hoodoo season pass will allow a skier free access to Willamette, while a Willamette pass, along with a half-day ticket will give the skier a chance to ski at Hoodoo.

This is the first time in four years that Hoodoo has not opened its slopes by the Thanksgiving weekend. Things have been worse. In 1965, for example, lack of snow kept Hoodoo from opening until Dec. 23.

“We’d like to get going as soon as we can,” said Foster, “while the enthusiasm is there.”

No big improvements have been made at Hoodoo this year, other than trail grooming, but a cross-country trail from the ski area to Black Butte Ranch – some 10 miles in length – should be ready by the time the snow comes.

At Willamette, where Foster’s 21-year-old-son, Leon, will work as hill manager, new restrooms have been constructed bordering the parking lot and ski area proper. An A-frame tunnel will connect the facilities with the parking lot.

Additional seats have also been installed on Willamette’s pomalift.

At Mt. Bachelor construction is continuing at the lodge which was partially destroyed by fire earlier this year.

Most of the lodge facilities –ski shops, day care center for children, and bar – are in use, but the restaurant work completion is not anticipated until next week.

Timberline has been open for almost a month and despite its 24 inches of snow cover, rocks are still visible in some areas.

Lights have been installed on Timberline’s Pucci Glade slope to give the resort day-night skiing seven days a week. A special \$8 ticket will enable the skier to ski from 9:30 a.m. to 9:30 p.m. for just 66 cents an hour.

A new lift, the “Daisy,” brings the total at Mt. Hood Meadows to four double chairs and provides the resort with the largest uphill capacity in the state. The lift will carry 1,500 skiers per hour up its 3,300-foot length.

Additional slopes have also been lighted and the day lodge has been expanded.

Mr. Hood Meadows runs daily and at night Wednesday through Sunday.

Mt. Ashland opened Thanksgiving Day and will operate next weekend, Saturday and Sunday, before turning to daily skiing beginning Dec 9.

The popular Y Hookey Ski Bus, which transports skiers from the Central Lane YM-YWCA in Eugene to Hoodoo each Thursday, will be continued this year.

Those interested, whether beginners or experts, are invited to attend a meeting Thursday at the Home of Mr. Keith Rodman, 2004 E. 36th at 10:30 a.m.

Last year more than 70 women purchased season bus tickets which include reduced mid-week tow rates and free lessons with the purchase of chair lift tickets.

If enough interest is shown a bus will be chartered for weekly trips to Mt. Bachelor, too.

(Inset in the silhouette photo of a skier are the following listed ski areas: 1. Anthony Lakes, 2. Arbuckle Mountain, 3. Bachelor, 4. Cooper Spur, 5. Dixie Mountain, 6. Eagle Cap, 7. Hoodoo Ski Bowl, 8. Mt. Ashland, 9. Mt. Hood Meadows, 10. Multipor Ski Bowl, 11. Red Devil, 12. Spout springs, 13. Summit, 14. Timberline, 15. Tomahawk Ski Bowl, 16. Warner Canyon, 17. Willamette Pass.)

Register-Guard  
January 8, 1973  
Page 3B

(A collage of five photos)

**Well, everyone has to learn sometime**

The Register-Guard annual ski school opened over the weekend on the slopes of Willamette Pass, and for some, standing- let alone skiing – on two slats didn't prove easy. Paula Dickason of Roseburg was one who encountered some first-day problems. At top left, Paula put everything into staying up, but (middle) found that sometimes the snowplow isn't as easy as it looks. At top right, she paused to consider whether driving into the mountains on snowy roads was really worth it. At lower left, Becca Jacosson proves that even the youngest of the skiers can handle the rope tow, and right, Kathy Holleman demonstrates the latest in apparel for keeping the nose warm. The second session of the ski school in February has a large number of openings for both Saturday and Sunday classes. For more information, call 345-1551, extension 250.

Register-Guard  
January 29, 1973  
Page B1

(Three photos with caption.)

**Sync skiing . . . back-side slide . . . side-hill-hot-dog-hip-hop**

It was billed as the "Oregon Freestyle Championships," but a better name might have been the "skicapades." In any event, what they had going Sunday at Hoodoo Bowl on the Santiam Pass east of Eugene was plenty of competitive showing off on skis – to the delight of several hundred fans. Form and style, not speed, is what counted in the events. The 25 entrants made two runs – one down a gentle, 300-yard slopes for performing tricks judged on the basis of the difficulty of the attempted stunts and how well they were executed; the second was simply "freestyle: skiing down a steep headwall full of icy undulations. Showing off some synchronized figure skiing in the first part of the competition are Pat Karnie and Mike Lund, left. Demonstrating the back-side slide in the center is Gary Davis. And Lorie Meier threw a move at the judges that might be described as a skid-hill-hot-dog-hip-hop. Or something. AS you might have guessed by now, one of the secrets to success in the freestyle championships was enough acting ability to convince the judges that the tumbles were part of the act.

Register-Guard  
October 22, 1973  
Page 9B

**Florence car dealership sold**

Perry Fox has sold his Chevrolet and Oldsmobile dealership in Florence to Willis Chevrolet-Oldsmobile Inc., a partnership of Billy Willis and Joe Mitchell, Jr.

Willis, 42, president of the firm, has moved to Florence to manage the business. For the last two years he has been general manager of Wilson Chevrolet in Sutherlin. Mitchell lives in Sutherlin.

Fox, who has operated the business for 12 years, said that his plans are not definite. But he said that he will remain in the Florence-Mapleton area.

Prior to living in Sutherlin, Willis owned and operated the Willamette Pass ski area for two years. He has also worked for General Motors dealerships in the Eugene area.

(Maris note: Verify ownership and years.)

Register-Guard  
October 28, 1973  
Emerald Empire Section  
Page 2  
(Advertisement)

### **SKI SCHOOL COMING**

Watch for announcements of the Register-Guard's 1974 Ski School which will be held at Willamette Pass Ski Area.

Saturday Sessions will start January 5, 1974 and Sunday sessions will start January 6. There will be four five week sessions.

Announcements regarding registration, tickets, and transportation will be made in the Register-Guard early in November.

(See Appendix A for full advertisement.)

Bend Bulletin  
January 25, 1975  
Page 15

### **Oregon Ski Report**

(Extraction) Night skiing at Willamette Pass Ski Bowl, Mt. Hood Meadows, Timberline, Mt. Ashland and Status Pass.

Bend Bulletin  
February 18, 1975  
Page 11

### **Oregon Ski Report**

(Extraction) Willamette Pass – 88 inches total, operating weekends.

February 27, 1975

(Same information.)

Register-Guard  
February 19, 1975  
Page C1  
(Photos with caption.)

### **Heading down the slopes under the stars**

Seventy miles and 1 ½ hours away from Eugene are the uncrowded, lighted slopes of Willamette Pass, undoubtedly the Pacific Northwest's best Friday night skiing bargain. For a \$2 ticket, four hours of skiing is available beginning at 5:30 p.m., just as the sun drops below the ridge behind the ski area. It isn't gondola skiing and a break for some stimulating liquid refreshment is best accomplished at the top of the rope tow with the aid of an upturned bota bag, but the ski area is relatively convenient for Eugeneans. Skiers aren't obligated to make the drive back to the valley that night either. Manager Leon Foster has one of the few areas which encourages skiers to park their campers and motor homes in the parking lot for use as overnight accommodations. So far the skiing has been semi-private.

Register-Guard  
October 20, 1976  
Page C1

(Photo and caption)

Kay Walker, the director of the Willamette Ski Patrol, can only wonder if there will be skiing this winter at Willamette Pass; 'We don't want to see it closed,' she says.

(Main article)

### **When snow comes – what then?**

By Neil Cawood

Of the Register-Guard

Once again, the future of the Willamette Pass Ski area is in limbo.

The "Mom and Pop" ski area on the Lane-Klamath country border on Highway 58 is for sale for the fifth time since 1959, and there exists the possibility that the holders of the lease – Hoodoo Ski Bowl Developers, Inc. – will not open the Willamette Ski Area this season if a sale agreement is not consummated.

Officially, the owners of Willamette won't say for a fact that they're trying to sell the ski area, nor will they say for sure that if they don't make a deal they will close down for the season.

"I don't want to say anything," said Harvey Fox, president of the Hoodoo corporation's board of directors. "We're negotiating and I don't want anything to jeopardize that."

"It's not correct that we're going to close it. We're trying to plan a way to operate it.

"I'd say there's an eighty-five percent chance that it's going to operate."

Traditionally, Willamette has been a beginners slope, particularly popular with families. If you wanted to show off this year's ski fashions or if you wanted to impress the snow bunnies with your hot-dog moves, you didn't go to Willamette.

Two rope tows and a poma-lift are all that are there. And the hill can be pretty much the same after awhile no matter how many angles you try the hill from.

For that reason, skiers tended to learn their sport at Willamette and move on to Hoodoo or Mt. Bachelor as their skill increased.

But ever since 1962 when George Korn sold the rights to the ski area for a reported \$55,000, people have envisioned stretching a chair lift to the top of the 6,703-foot high mountain which rises to the northwest of the ski area. Currently the poma lift goes to the 5,700-foot level, almost 600 feet from the base area.

A group of teachers purchased the area from Korn, but after six years it was taken over by the Eugene-Lane Teachers Credit Union, in 1968, Keith Hedeem assumed control in 1969 and in 1972 he sold out to Hoodoo.

All had expressed hopes of financing a chair lift to the top of the mountain to open up skiing on the northern and eastern slopes. All skiing at Willamette now has basically a western exposure.

One person who has negotiated with Fox and the Hoodoo corporation feels Willamette Pass has a great deal of potential.

Please turn to Page 3C, Col. 6

Continued from Page 1C

John Shepard, 26, an insurance agent from Salem, says that he has discussed a possible purchase of the Willamette Pass rights with Fox.

"I've been all the way to the top of the mountain and I can see all kinds of advantages to building a lift up there. That other side would offer all the challenge that anybody would want. But that would take a lot of money.

"I can see other things, too. Cross country and other outdoor recreation like inner tubes and toboggans."

Actually, Hoodoo, Inc., does not own the land itself at the Willamette Pass Ski Area, only the equipment and buildings. The United States Forest Service issues a special land use permit, which amounts to little more than a lease with stipulations.

"Our objective," said Sam Frear, a spokesman for the forest service, "is to keep the ski area going. If they can't keep it open, they have 90 days to clear out and be gone."

Clear out means that all buildings and equipment must be removed and the area returned to its natural state.

But Frear makes it clear that the forest service wants the ski area to remain at the Willamette Pass and is doing as much as it can to help the Hoodoo corporation solve its problems.

“Our feelings are that it serves a purpose, it serves in the public interest and we’re encouraging him to keep it open.”

There is no minimum number of skiing days specified in the special-use permit, apparently. Hedeem operated only on weekends, even during vacation periods. “We could work with them on that,” said Frear, when asked if an operator at Willamette would be allowed to reduce skiing days in order to reduce overhead. Which is what Hedeem did during his tenure between 1969 and 1972.

Hedeem publicly stated during his three years of operation he avoided taking financial loss. It boiled down to skimming off much of the overhead by operating only on Saturdays and Sundays, but by doing so Hedeem was able to turn a profit.

Fox won’t explain publicly why his corporation wants to sell. People he has discussed the situation with say it is because Willamette has lost money since Hoodoo took it over.

In 1972, when Hoodoo purchased the Willamette Ski Area, it was a year of great crowds at Hoodoo. It was felt that by acquiring Willamette and with a little development, some of the skier pressure would be taken off Hoodoo.

Gut then the gas crisis hit.

And the hoped-for transfer of skiers never materialized and neither did a chair lift, which would have extended the skiing territory – now service by an existing poma-lift – to a much higher level.

Officially, the Hoodoo corporation won’t say it lost money on its Willamette Pass venture. Nor will it say for a fact that it is even trying to sell its Willamette Pass holding, but others connected with the ski area will.

“Harvey has told me that Hoodoo has no intention of operating at Willamette,” said Kay. “What they want to do is sell or lease it. He says that they’ll know by November first, but by that time it’ll be too late for repairs.”

Safety inspections for the 1976-77 season area still to be accomplished at Willamette if any major repairs or replacing of equipment is to be done, it must come before the snow start falling.

“By then it might be too late to do any repairs,” says Kay Walker. “A lot of us have skied up here for a long time and we just don’t like to see it close up.”

Obviously, if Willamette is to remain open this season, there isn’t a whole lot of time for some people to get moving

Bend Bulletin

November 6, 1976

Page 10

### **Ski area may switch**

OAKRIDGE (AP) – The Willamette Pass Ski Area southwest of here, which has been sold four times since 1959, may change hands again.

Haney Fox, president of Hoodoo Ski Bowl Development, Inc., which owns the Willamette facility and also operates Hoodoo Ski Bowl northwest of bend, hasn’t confirmed that the Willamette area is for sale, but he says the corporation is involved in negotiations involving the area.

However Kay Walker of Oakridge, a member of the Willamette Pass Ski Patrol, says the Willamette area has been for sale for some time.

And, John Shepard, a Salem insurance agent, says a group he heads is in the process of making an offer for the Willamette area. The facility is operated under permit from the U.S. Forest Service, which owns the land.

Register-Guard  
November 23, 1976  
Page 4C

### **Willamette Pass may stay closed**

By Neil Cawood  
Of the Register-Guard

With the snow storms of December edging closer and closer, there is still no buyer in sight for the lease rights to the Willamette Pass Ski Area.

The holder of the lease, Hoodoo Ski Bowl Developers, has announced that it will not operate the Willamette ski area this year, but still has hopes of finding a buyer before the ski season sets in.

But following a meeting of the Hoodoo board of directors last week, Harvey Fox, board president, stated that the board had turned down proposals submitted by two prospective buyers.

"Both were not acceptable," said Fox. "Both operators wanted to put no money down and we just can't do that. We still have hopes it'll open, it's still for sale."

The Hoodoo corporation is agreeable to either selling the lease for the use of the ski area or coming to some other agreement that would allow another party to assume operation of the area.

But because equipment at the ski area such as lift motors, tractors, cables, etc. are included in the property, the Hoodoo board is insisting on a down payment.

"We just can't turn the lease over to someone," explained Fox. "What if the rope breaks, or the track comes off the tractor? We have to be sure that any equipment that breaks down is repaired."

The Hoodoo corporation, which also operates Hoodoo Ski Bowl on the Santiam Pass, has owned the lease rights to Willamette since 1972, but has no plans to operate at Willamette from now on.

"We've shown our faith. We've taken it in the shorts, frankly. With the new lodge at Hoodoo, we can't afford to do it anymore. We just can't afford it."

Under the corporation's lease agreement with the United States Forest Service, the area must be publicly operated during the skiing season. If the Hoodoo corporation fails to operate at Willamette this skiing season it is conceivable the forest service would require that all equipment and building be removed and the area returned to its natural state.

"That's quite possible," continued Fox. "We realize the position we're in and we'd much rather make sure there's skiing, that it operates."

It is Fox' opinion that as a corporation, it must operate with paid employees, but that the Willamette Ski Area could be a money-maker as a family operation.

"Absolutely, you should be able to make money up there," he stated. "As a 'Mom-Pop' operation it's our feelings that you can do a lot of things we have to hire it done, but if you and your wife go up there and work Fridays, Saturday, and Sundays, you can make money."

So, Fox and the Hoodoo board of directors will continue to seek offers for the lease of the ski area. Fox admits the outlook for the continuance of the operations of Willamette is not bright.

"I never give up, I guess that's why I'm a businessman. We're willing to work with anybody."

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Section D

### **Outdoor Life**

Pages 1 – 7 present a series of articles featuring Nordic and cross country skiing, safety, instruction, equipment, clothing, trails, rental shops and the following article on Bob Poppen, later to transfer to the Willamette Pass Ski Patrol.

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(Photo of Bob Poppen and caption)

‘I think skiing is a lot safer than it used to be,’ says Ski Patrol Director Bob Poppen, but not safe enough that his rescue team is in danger of going out of business.

(Main article)

### **“Conversation” with Bob Poppen**

#### **‘We figure we’re helping skiers’**

**Bob Poppen is patrol director at the Santiam Pass Ski Patrol. He heads up a 50-member organization that makes skiing safer at Hoodoo Bowl all winter. Poppen, 48, is a co-owner of Quality Realty Col, Eugene, He and his wife, Mary Jean, live at 1908 Carmel Stl, Eugene, One daughter is at home; the other two are attending Oregon State University. He talks here with Dan Sellard about skiing and the ski patrol**

**Q.** How did you get into skiing in the first place?

**Poppen:** I bought a pair of old hickory skis from my roommate in college and went out and skied on the college golf course.

**Q.** Immediate fun?

**Poppen:** Yes. Liked it a lot. It was more like cross-country skiing but there was some downhill on the course. Really liked it.

**Q.** How good a skier are you now? Don’t be modest.

**Poppen:** Oh, about low expert. You have to be good to be a ski patrol member because the demands are tough. Our people are excellent skiers because there’s a lot of skiing in patrol and rescue work.

**Q.** Do the ski areas help you with money? Financial support?

**Poppen:** Not exactly the ski area or resort, but we do get help from the ski managers’ association. They divide funds on a skier-day basis and we get money that way to keep our first-aid supplies up and to help with our radios. We get one-sixth of our budget that way. But we figure we’re helping the skiers, not just the owners.

**Q.** Okay. Let’s talk about the patrol. How many members do you have? Do you need more?

**Poppen:** We need a strength of 50 members. Right now, we have 40 but we’re training others, and we have some transfers in from other patrols. We’re in pretty good shape. But we need more applicants for the training that starts next March.

**Q.** Fifty members. Now, how does that translate into hours of duty and so on for each member?

**Poppen:** Each of us is expected to spend three weekend days a week. (sic) That would be three Saturdays, or three Sundays and so forth. But there are training sessions, meetings, on top of that.

**Q.** I know a little about the rigorous training. Do many people flunk?

**Poppen:** When Ted Paulson asked me to join, I was in a group of eight. And only two of us passed the examination. The others tried again and made it, I remember.

**Q.** What are the hours when you’re on duty?

**Poppen:** WE get there around 8:30 and get things ready. We are on duty at 9 a.m. when the skiers start coming in, and we quit at dark. But when there’s somebody missing, those days can get longer. We sweep the slopes.

**Q.** What do you mean, sweep?

**Poppen:** That means we use a system to sweep over all the area to make sure all the skiers are down the hill, Like a broom.

**Q.** Bob, what kind of injuries do you attend to? Are there a lot of fractures?

**Poppen:** No, not many. We see sprains, pulled muscles, (sic) twisted members. A lot of shoulder and neck injuries. But not many fractures, not at all like we used to.

**Q.** Can you account for that?

**Poppen:** I think it's the result of better equipment, better skiers, better conditions, safer skiers. And maybe our educational efforts pay off. We're having three downhill skier clinics in January – Jan. 13 at Shasta Junior High School, Jan. 17 at Willagillespie Elementary School, and Jan. 19 at Edison Elementary School. And we have a film put out by the National Ski Patrol Assn. that's available by contacting my wife or by calling Shelley Briggs at Bethel Community Schools, 689-6160. And we supply speakers to schools and organizations, too.

I think skiing is a lot safer than it used to be. The schools put on by organizations like the Register-Guard are a big help.

**Q.** How many people will you have on duty at one time at Hoodoo?

**Poppen:** Twelve. Ten on the slopes and two in the first-aid hut. That gives us pretty good coverage.

**Q.** Why do people become members of the ski patrol?

**Poppen:** There are a lot of reasons. Some do it because of a "mission" feeling, helping others. Some for the fun and excitement. And I suppose the free lift tickets influence some, too.

We're all interested in first aid. In fact, a ski patroller is really a first-aider who skis. One of our transfers this year is an M.D. and the other is a registered nurse. And we're constantly learning about first aid, new methods of treating injuries.

**Q.** I'm more cross-country than downhill. And my friends rap downhill for being too expensive, for the long waits at the lifts and so on. Reply. What does it cost?

**Poppen:** Oh, let's see. I suppose to equip yourself completely it will cost around \$250. And it'll cost from \$7.50 to \$10. per day for lift tickets. That compares to playing golf, I think. Once your initial investment is made, it's not so costly.

And, we preach rent, rent, to beginners. Rent your equipment when you are learning, then you'll be sure if you want to go ahead. And with the new teaching method called Graduated Length Method, that's even more important. With GLM, you start with shorter skis and progress to longer ones. You certainly don't want to buy one set of skis and then another and then another.

**Q.** But how about the crowds and the long lines?

**Poppen:** That's not true of Hoodoo. The waits are not much more than 10 minutes when the lines are longest. And there's less emphasis on pretty clothing now, too. You see a lot of jeans and older clothes. Not much of the magazine cover things.

**Q.** One final question, Bob. Why do you ski? What's so great about it?

**Poppen:** There's the beauty of the mountain, first. The being outside in the weather. And there's the speed. Skiing is a speed sport. You go down that slope fast.

There's the challenge to see how well you can do. And then, skiing is an individual sport. You can't think of anything else when you're going. It takes all of your other thoughts away.

Finally, I think there is the rhythm. The coordination of you, the skis and poles. That's beauty too.

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(Two additional articles from the same Outdoor Life section of the paper.)

**(Gold Lake Ski Trail Map and caption.)**

Popular course for beginning Nordic skiers is the Gold Lake system. It loops in and out of the pretty lake from Highway 58 and now there's a connecting trail that takes the skier to the Waldo Lake Rd. Still another takeoff from the loop is a trail to the Willamette ski area. Snowmobilers find the Waldo Lake Road a good place to workout, but are also finding more and more skiers using the road as a downhill run from Gold Lake.

**Bufs favor Eugenean's tour book**

There's a growing shelf of books on skiing these days, but a lot of Oregon cross-country buffs settle on just one to carry in their packs.

It's "Oregon Ski Tours," written by two Eugeneans, Doug Newman and Sally Sharrard. The publisher is Touchstone and the 160-page book sells for \$5.95 at book stores.

The main value of the book is its description of 65 cross-country ski tours in Oregon. Since there are very few designated ski trail systems, such as those designated for the backpacker, the book is an invaluable aide to those who want to get away from the crowds and find adventure in the snow.

Each tour has it's own may, instructions on how to get to the starting point and a general description of its conditions.

(An additional article below the above follows.)

**Many classes offered cross-country skiers**

**Self-instruction's OK – but it's safer to be taught**

Cross-country skiing isn't all that hard to learn. You can go out and mush around and teach yourself. Bt like all sports, going to a class or two will make you a safer skier and a skier who can have more fun.

Classes are offered by half a dozen agencies and several private resorts. In nearly all cases, teachers are waiting until there's enough snow to ski on, so it's best to get schedules by telephone.

(The following list of class providers omits the class activities and details. See Appendix A for copy of article.)

- Eugene Parks and Recreation
- Lane Community College
- Sugar Pine Ridge ski shop
- Odell Lake Lodge
- Hoodoo Ski Bowl
- Central Lane YMCA
- Willamalane Parks and Recreation
- River Road Parks and Recreation
- Register-Guard

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(Photo and caption)

Hoodoo Ski Bowl chair lifts remain as idle as they were at Thanksgiving as ski area operators wait for snow – and for Gov. Bob Straub to declare the state a disaster area.

(Main article)

### **The slopes are bare**

#### **Lifts sit idle and ski shops vacant with no sign of snow on horizon**

By Jim Sellers

Of the Register-Guard

“People make a big mistake about judging ski areas. They confuse glamour with profitability,” says Timberline ski area operator Dick Kohnstamm. “Sure, this is a glamorous sport, but it’s also a very difficult sport and not a very profitable one.

“We work damned hard to get the few profits we do get.”

For Kohnstamm and his colleagues in Oregon’s other ski-related businesses, the snowless winter of 1976-77 has been neither glamorous nor profitable.

Kohnstamm, acting president of the Oregon ski operators’ group, is heading ski area efforts to persuade Gov. Bob Straub to declare the state a disaster area, to help the businesses qualify for low-interest loans from the federal Small Business Administration. Straub says he’s 10 days to two weeks away from his decision, but adds that relief will be based upon drought damage rather than on lost business in ski areas.

At Timberline, Kohnstamm reports that only 10 inches of snow is on the ground, that only one of three chairlifts is running and that crowds have dwindled because of adverse publicity about how little snow there is.

Some ski shop operators have all but written off 1977 and some resort-area restaurants, lodges and gas stations – whose business has also dropped off – have begun looking ahead to the summer tourist season.

Dale Berg has put some of his employes (sic) to work painting at the two Berg’s Nordic Ski shops in Eugene, something he says he usually wouldn’t do for several months yet. They’re ordinarily kept busy waiting on ski enthusiasts at this time of year, he says.

“It would appear that the momentum is lost for the sale of new ski equipment,” says Paul Hawkins, owner of Hawkeye’s in Eugene. “If we get some additional snow we will rent some gear but from an overall retail standpoint, I think we can scratch this ski season off.”

A partner in the area’s newest ski shop, Doug Williams of Springfield’s Mogul Mouse store says it’s been tough on his business but he adds that the shop got off to a healthy start when it opened in August and that he and partner, Don Carter, both have outside incomes that are helping them. Williams and Berg agree that their sales are off up to 90 percent.

We’re going to be working on a lot of bank money for the next six to eight months, adds Berg.

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#### **Bare Slopes** Continued from Page One

The optimism that ski shop operators expressed in mid-December has waned as the snow that everyone was sure would come didn’t. Forecasts don’t hold out much hope for the future, either.

Hoodoo, Mt. Hood Meadows, Multipor, Anthony Lakes, and Mt. Ashland ski areas are closed until they get enough snow, and a drive is underway to raise \$10,000 from the community to pay Mt. Ashland’s insurance, utilities and payroll expenses so the ski area can reopen if it ever gets enough snow. The Willamette Pass Ski Area has been closed all winter because the operators, Hoodoo Ski Bowl Developers, are trying to find a buyer.

“We’re just small companies trying to make it on the side of a mountain,” says Timberline’s Kohnstamm, which along with Mt. Bachelor and Spout Springs, is among the few Northwest ski areas currently operating. It isn’t as if we dipped into (stockholders’) dividends this year and made up the difference,” he adds. “It’s a hand-to-mouth affair.” He says the ski areas are the type of business for which the special SBA help is intended.

“We’ve already lost 40 percent of our revenue producing time,” adds John Rogers, manager of Hoodoo Ski Bowl on the Santiam Pass. “So if we open full swing now we could only generate 60 percent of the revenue we had last year. And chances of full-swing operation area very, very slim. So if our total year is even 25 percent of last year’s income, we’re going to be very, very lucky.”

At Mt. Hood Meadows, general manager Clay Simon figures they’ve lost more than \$300,000 in gross revenues, and he says he has laid off seven year-round employes, (sic) 58 seasonal full-time employes (sic) and 107 part-time workers. The ski area didn’t open for the season until Dec. 31 and was forced to close again on Jan. 23.

Is there a chance of bankruptcy in Mt. Hood Meadows future?

“Absolutely none whatsoever,” answers Simon. Rogers says the same about Hoodoo, which was open only seven days in January, but he adds: “I think we’ll feel the effects for two years to come. It increases our debt load . . . . It’s hard to come back from a near-economic disaster and double your debt load.”

Kohnstamm says Timberline has sold 11 memberships in its new \$2,000 Club, which, for \$2,000 gives skiers transferable season passes until the end of this century.

The snowless winter hasn’t been confined to Oregon, of course, and one Canadian ski area is said to have filed for bankruptcy.

“In most of western North America the (ski) area operators are facing a drastic financial situation,” says Mel Borgersen, executive director of the Pacific Northwest Ski Areas Assn. in Seattle.

There are two sides to that, he says, on the dark side, Borgerssen says out-of-state vacationers who had planned to go skiing in the Northwest spent their money going to Hawaii, Palm Springs and to other warmer climes instead.

On the brighter side, Hoodoo’s Rogers says Willamette Valley skiers who might have been planning to spend their spring vacations at Vail, Colo., or Sun Valley, Idaho, for instance will spend their money at Oregon ski areas because of uncertainty about snow at the out-of-state resorts. Mt. Bachelor near Bend is among the ski areas that are open, although with only a tenth of its normal crew, and spokesman Kathy Propp says the often clear weather is particularly well suited for cross-country skiing.

While costly, making snow is a possibility for future years. But Borgersen says it’s feasible only east of the Cascades because of the warm marine air on the coastal side of the mountains.

Wayne Bowlby, president of the Oregon Gasoline Dealers Assn. in Portland, says he’s heard no complaints from gas dealers. He surmises that motorists are traveling more than ever, although probably not to ski areas. H. J. Beyer, executive director of the Oregon Motor Hotel Assn. in Portland, says he’s heard complaints from lodging operators in Bend and parts of Eastern Oregon and suspects that Ashland may be in some trouble, too, since Mt. Ashland hasn’t opened this winter.

Allan Crisler, executive vice president of Bend’s chamber of commerce, says the Central Oregon town hasn’t been as hard hit as it might have been because there is still plenty of commercial travel and because good weather has allowed construction to continue through the winter.

Crisler’s concern is that a continued drought might force forests and campgrounds to close, meaning that Bend wouldn’t be any more of a summer tourist playground than it has been a skier’s winter wonderland.

And if it never snows again this winter?

Mt. Hood Meadows’ Simon refuses to entertain the question. “I couldn’t even comment on what happens if there is no more snow,” says Simon. “We’re not even accepting that postulate. It is going to snow.”

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### **Snow closes scenic road early**

Winter's first snows have brought the closing of the McKenzie Pass and the opening of skiing in the Cascades.

Monday afternoon's closing of scenic Highway 242 over the McKenzie Pass was one of the earliest such closings in recent years. It followed the accumulation of 10-inches of roadside snow at the pass over the weekend.

Mt. Bachelor, near Bend, had an accumulation of at least 18 inches of snow this morning and plans to open chairlifts for skiing on Saturday. Hoodoo Ski Bowl near the Santiam Pass had only 10 inches and will not operate this weekend.

A warm front which passed through the Cascades this morning raised the freezing level as high as 10,600 feet. The result was some rain and little new snow overnight in most mountain areas. A cold front is expected to move in later today, lowering the freezing level to 4,000 tonight and Wednesday. More snow, heavy at times, is expected Wednesday.

For the time being, however both the Santiam Pass and Willamette Pass highways are clear of snow.

On the coast, after only a brief respite, gale warnings were posted again today for southerly winds of 35 to 45 mph with higher gusts. Sea swells of 10 to 15 feet are expected tonight. Winds and seas swells are expected to diminish by Wednesday.

This year's McKenzie Pass closing came at 3:20 p.m. Monday when highway crews shut gates on the highway on either side of the mountain pass after making sure the road was clear of traffic.

The earliest closing of the highway – on Oct. 23 – came two years ago. The latest (in recent years) was in 1969, when the highway remained open until Dec. 10.

Before the old McKenzie Highway was superceded (sic) by the Clear Lake cutoff to the Santiam Pass as the major trans-Cascades route from Eugene in 1962, highway crews attempted to keep the pass plowed open through the winter.

Since then, however, the first substantial snow has usually resulted in closing of the old route.

Last year, in the midst of a record winter drought, the McKenzie Pass was closed Dec. 8 after a seven-inch snowfall. It was the second latest closing in the modern ear.

Highway crews usually begin plowing the drifted snow from the roadway in June so the highway can be reopened for the Fourth of July.

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### **Snow smothering fears of repeated drought**

By Ed Kenyon

Of the Register-Guard

(Photo of South Sister and caption.)

This week's fresh white mantle on the South Sister and the rest of the high Cascades is serving to excite skiers and ski area operators and to give rise to optimists who hope the early snow means Oregon's drought fears are over.

(Main article.)

One snow – even two or three – does not a winter make, but the early snow pack that has accumulated this week in the Cascades has convinced just about everyone in the weather business that repeat of last winter's disastrous drought is becoming less and less likely.

With more snow expected tonight, the accumulation has reached 16 inches at Mt. Bachelor and 14 inches at Timberline Lodge, two ski areas that expect to open this weekend – several weeks ahead of last year's openings at Oregon's drought-plagued ski resorts.

The forecast is for snow tonight and Friday in the mountains at elevations above 5,000 feet.

Cross-country skiing has already begun in the high country, according to operators of Eugene-Springfield ski shops. They report that many cross-country enthusiasts have been skiing this week in the Waldo Lake area and on the fringes of the Three Sisters Wilderness Area.

To Nile Woltman, chief of the weather bureau at Eugene's Mahlon Sweet Airport, this week's first snowfall merely confirms signs he says have been present since early September.

"Really, the weather is kind of normal for this time of year," he says. Absent so far is the abnormal stationery high pressure area over the West Coast which last winter warded off the usual waves of (obscured) clouds.

"It's promising, but I wouldn't say that our drought fears are over," Woltman says.

Even before there was reason for such cautious optimism, however, the U.S. Army Corps of Engineers had decided to ignore the drought in its annual draw-down and refilling of reservoirs.

"We're playing the odds, as usual," says Terry Armentrout, operations chief at the Upper Willamette Project office in Lowell. "We look at a lot of data from many years and allow for the most (obscured) possibility."

Figuring on that average winter, the Corps has followed its usual practice of allowing a gradual outflow that sees reservoirs reach a minimum pool in mid-November. They remain at bottom level until some time in February, when engineers begin the process of allowing them to fill again.

"If someone could say with 100 percent certainty that we'd have 50 percent or less of normal precipitation, as we did last winter, we might be able to act differently," Armentrout says.

Recreation has to take a back seat to flood control, however, Armentrout says, so engineers are taking the risk of leaving Fern Ridge boaters high and dry again next summer instead of "betting everything of value down-stream of Fern Ridge against it not raining."

Fern Ridge, of course, is wholly dependent on rain for filling, but rain also is the source of great majority of water that fills Cottage Grove and Dorena reservoirs, Armentrout notes. Even in the high country, the snow pack merely "tops out" reservoirs such as Blue River and Cougar, Armentrout says.

The early snow pack means even

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SNOW

Continued from Page One

lags to next summer's water supply because of chances of its melting away if the weather warms. The Soil Conservation Service, which measures the snow pack each winter to assess the stream flow for the following summer, doesn't begin the job until the first of the year.

But the early snow is of critical importance to one group – the ski resort operators, who last winter suffered through their most financially disastrous winter in modern times.

"I'm trying to forget that, but everyone keeps reminding me," says Bill Healy, manager of Mt. Bachelor near Bend. Last year, skiing there didn't start until Jan. 2, past the normally lucrative Christmas week vacation season, and Healy's major lifts didn't start until March 2.

This year looks dramatically different, Healy says, and he plans to operate at least two of Mount Bachelor's seven ski lifts this weekend.

At Timberline Lodge on Mt. Hood, manager Dick Kohnstamm says it appears skiing will also begin this weekend – if there's snow tonight or Friday as expected. Last year there was a little skiing at Timberline the first part of December but Kohnstamm said skiing "just limped along until the end of February" before there was adequate snow.

Traditionally, the snow is on the slopes in sufficient amounts for a Thanksgiving opening in many of Oregon's ski areas.

Snow is accumulating at the Santiam Pass, but there's still not enough for the Hoodoo Ski Bowl to begin operating this weekend. It's the same story at the Willamette Pass, although there was good news for skiers today in the report that lease rights for the Willamette Pass Ski Area (which as closed last season) will have been purchased and the facility will be open for this year's skiing season. (Story, Page 1C).

The Multipor Ski Bowl at Government Camp has wet snow and is planning to open the first part of December – and maybe by Thanksgiving.

One Oregon ski area is awaiting more than just some more snow. Mt. Ashland is “geared up and ready to go,” according to manager Lee Rowe, but has to wait until after Tuesday’s election to know whether the facility can open at all this year. A measure on Tuesday’s ballot would authorize Jackson County to issue bonds to be used to pay off the existing indebtedness of the Mt. Ashland ski area and for improving the facility.

Meanwhile, skiing was off to a quick start in the North Cascades in Washington, where the Crystal Mountain ski area opened Wednesday with 36 inches of snow and 400 skiers.

The only adverse road conditions in Oregon today, according to state police, were in the Santiam Pass, where a report issued this morning said the roadway had icy spots. Otherwise the state’s mountain-pass highways were clear today, with an average of four inches of roadside snow at the Santiam Pass and three inches at the Willamette Pass.

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### **Will the snow turn into gold at Willamette Pass Ski Area?**

By Neil Cawood  
Of the Register-Guard

Just as the snow flurries began to accumulate a couple of inches of the white stuff at the deserted Willamette Pass Ski Area, the announcement was made that the ski area’s lease rights had been purchased and it will be open for business in the upcoming ski season.

The previous holder of the lease, Hoodoo Ski Bowl Developers, pulled out more than a year ago and put the lease rights up for sale. No suitable buyers stepped forward and as a result, the Willamette Pass Ski Area did not operate during the winter of 1976-77.

Now, Mike Meary, 32, most recently of Zig Zag, is planning to put the ski area back in shape and open on weekends this winter.

“This place was totaled out when we got it, run down, messed up,” said Meary. “We’ve been cleaning up and we plan to put about \$15,000 into it to get it running again.”

Specifically, Meary plans to overhaul the pomalift and the rope tows, upgrade the buildings, and open a new warming hut which he will call the Cider House – where hot cider and sandwics (sic) will be served.

Meary prefers not to disclose either the purchase price or the terms, but he says he plans to avoid the pitfalls of previous owners by cutting back on salaried help, and will invest in new equipment over a period of years in an effort to make the area more attractive to skiers.

Two of the larger project include a log lodge of 6,000 square feet and a lift to the top of the 6,703-foot hill that rises northwest of the ski area. The lodge is scheduled to be constructed next summer, while the new lift has not definite timetable.

The higher lift is a project envisioned by virtually all of the previous lease-holders of the area. The mountain would provide a higher skill level of skiing and the opposite side of the hill would open up a whole new run.

The history of ownership of the ski area at the Willamette Pass atop Highway 59 (sic) has not exactly shown it to be a gold mine. It has been described by some as a “Mom and Pop” area, one that caters to ski schools and beginners and an area that can not support an extensive salaried work force.

The last holders of the lease, Hoodoo Ski Bowl Developers, Inc., purchased the operating rights in 1972, following a ski season when Hoodoo experienced overwhelming crowds. It was thought that some of the skiers could be channeled to Willamette with the right promoting.

But the gasoline crisis put the damper on any ski activity increase and after the 1975-76 winter, the Hoodoo corporation called it quits. The corporation decided to sell, but no buyers were found until recently.

Meary, a former ski school instructor at Timberline in the winter and a log cabin builder in the summers, plans to have the ski area open on Fridays, Saturdays and Sundays. Most of the help will be friends, he says.

“I hope to do most of the work around here myself and some of my friends will help me get started by working this winter with me.

Meary contends he is ready to absorb the deficits that will surely come if he invests in new equipment. But he figures to get the area on a paying basis eventually, but keeping the prices low, catering to ski schools, beginners, and intermediates (sic) skiers as well as cross country skiers.

Meary envisions a low-key ski area. “We want a relaxed atmosphere,” said Meary. “What you don’t need is about 100 people buzzing around you when you are trying to take some ski lessons.”

Meary is in partnership with his family, which also owns the lease rights to the Paulina Lake Resort.

Harvey Fox, president of the Hodoo corporation contends Willamette needs to be run by a highly-motivated individual, one who is willing to do most of the work himself. The area is too small for a corporation to run at a profit, he feels.

And Fox says Meary is the man for the job.

“I know he’ll make it,” said Fox. “He’s the kind of guy it takes – he’s got fire.”

Maris note: Following articles correct spelling of Meary to Neary. 1/12/78

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**Eugene-Register Guard**

**Willamette Pass Ski Bowl**

**Ski School**

Anyone interested in skiing should take lessons and learn to ski safely and correctly.

The Eugene Register-Guard Ski School offers ski lessons in both downhill and cross-country skiing. Downhill lessons are conducted at Willamette Pass Ski Bowl. Cross-country lessons are given at Odell Lake,

Bus transportation is provided to the ski areas. Loading begins at 7:30 a.m. at the Register-Guard with departure at 8 a.m. Buses leave the ski area promptly at 5 p.m. Age minimum for bus transportation is 10 years. Those 6 to 9 years will be taken if accompanied by an adult. Buses will stop at the Pleasant Hill Junior high and across from the Sportsman in Oakridge if necessary.

Standby rides may be available at \$6.00 per day after all ticket holders have been seated. These are on a first come first served basis.

Rental equipment for downhill and cross-country skiing is available at the ski areas or local sport shops.

For downhill lessons tow tickets are discounted to ski school students. Rope tow tickets are \$3.00 per day, poma tickets are \$4.00 per day.

Cross-country lessons consist of an evening indoor session and a day outdoor lesson per week. Students must be 14 years of age or older for cross-country lessons.

Those younger than 14 may enroll when accompanied by an adult.

(See Appendix A for the schedule of classes, dates, and prices together with an enrollment statement of release of liability.)

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December 16, 1977  
Page C2

### **Willamette Pass to open for skiing**

The Willamette Pass ski area will be open to skiing for the first time in two years this weekend.

New owner Mike Neary reported it was snowing heavily Friday morning with two feet at the top and 1 ½ at the bottom of the area. A poma lift and the two rope tows would be in operation (line obscured).

(Note that the prior 11/3/77 article spelled owner as Meary. In this article and later ones the spelling is corrected to Neary.)

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December 23, 1977  
Page B3

### **Skiing season hits this weekend**

That hankering you've had to go skiing, the one buried in the dust of last winter's drought, can now be fulfilled.

Pack up your turkey, your skis and Sno-Park permit because all but the Willamette Pass Ski Bowl will be in operation this four-day Thanksgiving weekend.

Mt. Bachelor, west of Bend, has been open since Nov. 5 and officials said Tuesday the area had 36 inches of snow and more of the white stuff was coming down.

"We've had one month of good skiing already," said Beth Crabtree, a Mt. Bachelor Inc., secretary in Bend. "And there are a lot of smiling faces around here with all this snow.

"It's a lot different from last year."

Six of Mt. Bachelor's seven lifts will be in operation Thursday and the seventh may be in operation by Friday, officials reported. Road conditions are good, officials said.

"(obscured) the snow is great," Crabtree added.

"We've got a foot of new snow in the last 24 hours and it's still snowing. We're expecting a good crowd this weekend," she added.

Hoodoo Ski Bowl, west of Sisters on Highway 20, is scheduled to open Friday, according to Judy Close, ticket manager for the area.

"We'll be open unless it rains," she said. "But right now (Tuesday afternoon) it's snowing hard."

Hoodoo official said the ski area had 30 inches of snow as of Tuesday and the current snowstorm had dumped more snow than any single storm had done a year ago.

"Last year," Close said, "we've blocked out of our memories."

Hoodoo's three ski lifts will be in operation Friday. The area will be open from 9 a.m. to 4 p.m. on weekends, and likely will be closed Mondays and Tuesdays, Close reported.

Night skiing will begin the first weekend of December, Close said.

Road conditions were good, officials added.

Willamette Pass Ski Bowl officials reported two feet of snow Tuesday "and it's snowing hard," said Steve Williams, the area's ski lift supervisor.

But the ski area is not scheduled to begin operating until Dec. 3-4.

"We're planning to open the weekend after the Thanksgiving holiday," said Williams.

He said the area will be open Saturdays and Sundays (using the poma-lift and rope tows Nos. 1 and 2)

Night skiing is scheduled for Wednesday nights (using the poma-lift).

"Ski conditions will be good, if the snow keeps up," said Williams.

Willamette Pass Ski Bowl, formerly the Willamette Pass Ski Area, is opening this year under new management after being closed all of last season.

The Associated Press reported Tuesday that Multorpor-Ski Bowl, Mt. Hood Meadows and Timberline ski area are operating daily and will be operating during the Thanksgiving weekend.

Officials reported two feet of new snow on Mt. Hood as of Tuesday afternoon.

Spout Springs ski area, 40 miles northeast of Pendleton, is opening this weekend, also, according to the Associated Press.

A Sno-Park permit is required of each vehicle taken to the ski areas in the state.

Vehicles without permits have been ticketed (at \$10 each).

Ski resort operators said vehicles are being checked. The permits (at \$5 for a season pass and \$1 for a single-day pass) are available at many ski shops, branch offices of the Oregon Department of Motor Vehicles and at the ski resorts.

Most ski area operators, however, are recommending skiers purchase the permits before leaving for the mountains.

“People would be smart if they get the permits before coming up here,” said one official from Mt. Bachelor.

Register-Guard  
December 25, 1977  
Page E2

### **The season's best**

Dan Sellard  
Of the Register-Guard

**A GREAT BIG Merry Christmas:**

To all of you, and your kids; who left clean camps, dead fires and who cleaned up the trails as you went along.

(What follows is a series of personal greetings that include:

To all those big brawny characters who whizzed by me on the trail with their 60-pound packs, while I sat panting with my 30-pounder.

To Bob, Mary and Mary Junior Poppen, who are on duty with the Santiam Ski Patrol today, Christmas Day. It's one of the hazards of being the family of the patrol leader.

(See Appendix A for the full article.)

Register-Guard  
January 15, 1978  
Page 1F

### **The Wheels of Progress Turn Full Circle**

By Jim Sellers  
Illustration by Feril Angco  
of the Register-Guard

(Graphic of bus with caption.)

40 years ago the best way to get to Oregon's snow country was to ride the rails. Highway construction and the automobile changed all that – anyone could go any time. But too many are going, say the environmentalists, who want public transportation to again make getting there half the fun.

(Main article)

EUGENE BUSINESSMAN Norwald Nelson remembers the old days when several hundred Eugene-area skiers would gather at the railway depot to travel to the Cascades for a Sunday in the snow.

“It was very, very popular,” Nelson says of the excursion train that ferried skiers to the Crescent area near Odell Lake in the 1930s. “SP had a lodge there for people, a little place where you could get a sandwich.

Most people would take their lunch right with them and then peel off and cross-country ski or head up into the mountains.”

Besides its 12 passenger cars and a dining car, the “snow train” boasted two baggage cars – one carried skis and the other a three-piece ensemble that played Scandinavian dance music.

“We had that train jam-packed full,” Nelson recalls.

Some Eugene-area skiers and Cascades resort owners – and a number of environmentalists, as well – claim it’s time for a revival of snow trains and there are indications that Amtrak may soon add a Cascades stop to its south and north bound routes between Eugene and Klamath Falls.

“I’d say the chances are good,” Amtrak spokesman Art Lloyd of San Francisco said last week. The railway is presently awaiting a request from elected officials of one or more of the areas that might benefit – Deschutes and Klamath counties and the towns of Bend, Redmond and Prineville – rather than acting solely on business motives. “A measure of interest on their part would add immeasurably (sic) to the stop being established,” according to Lloyd.

“Next winter it will really mean a lot to the whole area,” adds Crescent Lake Lodge co-owner Norm Woodman who met with Amtrak officials last week. “Amtrak has no money to spend whatsoever, so we have to build a platform and we’re thinking along the lines of putting in our own little station, a little rustic type of thing.”

While Woodman is building a train station to accommodate a hoped-for influx of rail-riding winter skiers and summer vacationers, some Eugene-area bicyclists are expected to renew their pleas to the Lane Transit District to add bike racks or bike trailers to its buses, as transit authorities have done in San Diego and Santa Barbara.

The buses already are used by some imaginative recreationists for hiking, golfing, fishing, kayaking and rafting but not for cycling because the buses have no place for unwieldy two-wheelers.

Riding buses out into the country and taking trains to the mountains is a reaction to increasing demands by environmentalists and others to get out of the automobile to reduce fuel consumption, air pollution and traffic congestions.

“It’s kind of a European, romantic, colorful concept – trains and snow and trains and skiing,” says Eugene parks employee John Nordquist who is among those rooting for an Amtrak stop in the Oregon Cascades. “In Europe trains take people to the coastlines and the Alps.”

Lodge operator Woodman says he’s been trying to get Amtrak to let skiers off in the Cascades for three years. The trains now run nonstop between Eugene and Klamath Falls.

He says Willamette Pass Ski Area and even the Bend-area’s Mt. Bachelor Ski Area and Sunriver resort are interested in putting together ski packages for folks all up and down Amtrak’s West Coast line. Once they got off the train the recreationists would be transported by the host resorts and ski areas. Woodman, whose operation now is only a lodge, restaurant and cabins, says he’s working with Vik Construction Co. in Eugene in hopes of putting together a four-year construction schedule to build a new lodge, 40-unit motel and seminar complex and accommodations for 500.

The Amtrak stop also needs approval of Southern Pacific Co. officials and must generate a year-round average of six passengers a day to satisfy the railroad.

Woodman is anticipating the trains may begin stopping at Crescent this April but Lloyd says it isn’t likely to happen until later in the year. “These wheels turn more slowly than any of us want them to,” he says.

Using public transportation for recreation is hardly new. Besides the snow train of the 1930s, long-distance bicyclists such as Eugene school administrator Phil George often load their bikes and themselves on a train or inter-city bus for the return trip from some far-flung point. And the Eugene-area’s rural-going city buses – routed to points such as Lowell (23 miles from Eugene), just past McKenzie Bridge (53 miles), Veneta, Junction city and Marcola – get some recreational use too:

\* “I have a friend who used to use the bus all the time for kayaking,” says Tim Moloney, a partner in Hawkeye’s The Good Life in Eugene. “He would drive up to Jasper Park and put into the river and kayak down to Alton Baker Park and take the bus back to Jasper to pick up his vehicle.”

\* Ignoring the cool drizzle, two south Eugene residents took a rubber raft, oars, and life jackets and rode to Springfield where they inflated the boat at a service station and began a float trip down the Willamette River. They left the river downstream at Valley River Center, where they deflated their raft and caught a bus home.

\* Eugene Area Chamber of Commerce Manager Don Mason says his sons Scott and Eric have ridden the bus up the McKenzie River to go trout fishing. "It was a great day for them," he says. "They didn't catch a heck of a lot but that's not the idea."

\* Some golfers ride the bus to Tokatee and Deerhorn golf courses east of Springfield. "Just cross the bridge at Deerhorn and go in the gate at Tokatee," says one golfer.

\* Norquist, the Eugene parks employe (sic), notes that one bus will drop hikers off at the head of the McKenzie River Trail, a federally designated, "national recreation trail" near the eastern Lane County community of McKenzie Bridge. "You can have a good time on this beautiful trail along the McKenzie River and then hike back to the trailhead and take the bus home," he says. As a recreation supervisor (sic) at Eugene's Sheldon-Meadow Community Center, Nordquist says he's planning by-bus river float trips on the Mohawk and Long Tom rivers."

"It's not as if there's any absence of recreation trips that can be taken," adds Phyllis Loobey, a Lane Transit District administrator. "Our routes go past major Lane County parks such as Fern Ridge and Armitage and any of the city parks."

The bus will take you there, as the ads say, but you'll have to go without your bicycle.

The LTD board talked about installing bike racks on its buses several months ago but did not act. At that time board members got a copy of a gloomy memorandum that San Diego Transit manager, Tom Prior had given his board.

"We did experience another minor accident this quarter, we seem to average on every quarter," he wrote. He went on to detail the difficulties with dirt accumulation, monthly loses of close to \$400 and his recommendation that the "bicycle rack demonstration project be discontinued."

Please turn to Page 2F

(Dark photo, courtesy of Obsidians, of many skiers beside a snow train from the 30s.)

**Wheels** Continued from Page 1F

Prior sounds happier today. "As a matter of fact we've expanded it," he says. "We have three bus routes with bike racks on now and last June we had only one. I doubt if we will ever do away with it."

He says the system no longer experiences accidents because drivers have learned to compensate for that extra five feet at the tail end of the bus. The dirt problem was eliminated by regular cleaning. The racks, which hold five bikes and permit any bike to be unloaded without unloading the others, cost about \$1,000 from a Woodland Hills, Calif. firm.

Unlike San Diego Transit, which no longer charges for hauling bikes, the Santa Barbara Metropolitan Transit District charges 15 cents (on top of the regular 25-cent passenger fare) for bicycles. Both bus systems permit bikes to be loaded only at designated stops, however, to avoid delaying the bus' schedules.

"We shied away from the bike racks on the outside of the bus," says Santa Barbara bus spokesman Ed Asmann. "If a bus is rearended the district is responsible for replacing five or six bikes on the back of the bus." So Santa Barbara built a \$4,000 twin-axle bicycle trailer that is towed by a Mercedes-Benz minibus. It's hoping to get federal or state money to buy and operate six more.

Santa Barbara bus officials figured bike trailers would be a boon for students at the University of California but they aren't the only users. "We find professors use it, people going to and from work, anybody who wishes to take their bike with them," Asmann says. "It gives them the opportunity to take the bike as secondary transportation at the destination. "We haven't seen any major drawbacks."

But judging from the amount of opposition that both bicycle and buses have drawn lately, the cost may be a deterrent to having either bike racks or trailers on buses here.

"You don't make any money with it," says San Diego Transit's Prior. "Don't get into it with the idea you're going to make money."

Register-Guard  
January 15, 1978  
Page 2F

### **Ski training for disabled**

Downhill skiing for physically disabled persons is being offered by the Specialized Recreation program of the Eugene Parks and Recreation Department.

The Alpine Adventure Club, will meet Fridays at 7 a.m. from Jan. 27 through March 3. participants will meet at City Hall for transportation to Hoodoo Ski Bowl. Fee is \$15. A pre-ski meeting will be Jan. 24 Tuesday at 7 p.m. at Washington Park, 21st and Washington streets. For more information, call 687-5311 weekdays.

Bend Bulletin  
January 28, 1978  
Page 1

### **Crescent Lake train stop**

#### **Bring back the old, chug-a-chug in the new**

By Steve Beyre  
Bulletin Staff Writer

CRESCENT LAKE – Back in the good old days, a town considered its progress when the railroad decided to establish a stop there. For folks around Crescent Lake, the good old days may be returning.

At least they will if Norm Woodman has his way. Woodman, co-owner of Crescent Lake Lodge, has been negotiating with Amtrak for three years to reestablish a stop at the lake on the railroad's Eugene-Klamath Falls run. The stop has not existed since Amtrak began operations in 1971 (obstructed).

But Woodman has visions of visitors dancing in his eyes. Both he and Mike Neary, owner of Willamette Pass Ski Bowl are talking about eager enthusiasts to handle the people they hope will leave the driving to the engineer.

Woodman said he is building new cabins and a new lodge and is planning eventually to construct a building to handle small business seminars. Neary, whose ski area now has a Pomalift and three rope tows, is planning to build a new lodge and perhaps a chair lift by next season. He also is beginning to develop more cross-country skiing facilities in conjunction with Odell Lake Lodge.

They hope all that, coupled with the prospect of a relaxing train ride, will help entice plenty of Californians to visit. Woodman said he will be booking some time packages from that state to the lodge this summer with Amtrak, and both he and Neary said they hope to attract southland skiers during the winter.

"The way to our being successful is running these people up from Oakland and San Francisco," said Woodman. "It's a real good getaway for people there."

They're also hoping for a revival of the interest Oregonians showed in Crescent Lake during the 1930s. Ski trains carrying as many as 300 people would make the run from Eugene to the lake, said Woodman.

To say he and Neary are optimistic about the chances of the venture's success may be an understatement.

"It would be incredible what would happen up here if we could get Amtrak to stop," said Neary.

But railroad officials still have to make a final decision on whether to approve the stop. That won't be until February at least, said Art Lloyd, director of public relations for Amtrak public relations.

The decision will depend on whether railroad officials believe an average of at least six passengers a day will use the stop. Lloyd said that is the minimum number which financially would justify the railroad's extra expense in stopping.

Lloyd said the decision also will depend on whether there is a place for the trains to stop. At present there is neither a platform nor a station at Crescent Lake. But Cella Swift, assistant manager at the lodge, said Neary and Woodman have offered to construct a platform and perhaps a station at no cost to Amtrak.

Lloyd said no studies or evidence exists which would indicate whether the six-passenger average could be achieved.

"We have to go on the word of the people there who feel it can be attained," he said.

Neary and Woodman aren't the only ones who think it may be possible. Both the Deschutes and Klamath County commissions have filed letters with Amtrak supporting the stop's establishment.

Mt. Bachelor Ski Area and Sunriver also are considering booking groups from California up here on Amtrak. For them the closest point is now Klamath Falls, about 135 miles from Bend. A stop at Crescent Lake would cut that distance roughly in half, with a charter bus carrying the visitors from there.

Woodman met with Amtrak officials about two weeks ago to discuss the proposal.

"It looks good at this point," he said, referring to the possibility of the stop being approved in February.

Register-Guard  
February 3, 1978  
Page 7D

### **Skiing race-clinic set for Little Odell**

A 10-kilometer cross country ski race will begin at 1 p.m. Sunday at milepost 74.5 on Highway 58 at Little Odell Butte in Willamette Pass.

It is a citizen race and held in conjunction with a cross country ski clinic sponsored by Sunriver Nordic Center and Sugar Pine Ridge.

Preregistration is required of the clinic. Contact Sugar Pine Ridge for details.

Register-Guard  
February 10, 1978  
Page 4C

### **Willamette sets evening skiing**

Beginning tonight, the Willamette Pass Ski Area will conduct night skiing on a three-night-a-week basis.

Lights have been constructed to the top of the pomalift run, and an area official announced that 62 inches of snow is present at the top, 57 inches at the bottom and a recent storm has brought in 1 ½ feet of powder.

Free lessons will be offered to beginners tonight and Saturday night only, according to the spokesman.

Night skiing is scheduled for Wednesdays, Fridays and Saturdays, from 6 p.m. to 10 p.m.

(Listing of ski areas and conditions follows. See Appendix A for full list.)

Register-Guard  
February 18, 1979  
Page 11B

### **South, Churchill gain state berths**

South Eugene and Churchill high school ski teams wrapped up berths in the state championships, March 8-9 at Mt. Hood, in a Emerald Ski League meet at Willamette Pass Saturday. The South and Corvallis girls teams qualified and the south and Churchill boys teams made the state meet.

Register-Guard  
April 5, 1979  
Page 8D

### **ON THE LOCKER ROOM WALL**

#### **Downhill Skiing**

##### **Mt. Bachelor**

Open daily 9 a.m. – 4:30 p.m., with season normally running through June, depending on snow condition.

Lift tickets \$9.50 for adults and \$7.50 for children 12 and under on weekends and holidays. Lift tickets \$8.50 for adults and \$6.50 for children 12 and under on weekdays. Orange-Yellow lift tickets \$5.50 anytime; rope tow tickets \$2.50, anytime.

## **Willamette Pass**

Open Saturdays and Sundays, 9 a.m. – 4:30 p.m. until around the end of April.

Pomalift tickets \$6.50 for adults, \$5.50 for children 12 and under, rope tow tickets \$4 for adults and \$3 for children 12 and under. Downhill rentals only.

## **Hoodoo**

Open Saturday and Sunday, 9 a.m. – 4:30 p.m. for final weekend of season.

Lift tickets \$8.50 for adults, \$5.50 for children 11 and under, \$5.50 for halfday adults and \$3 for rope tow. Downhill rentals only.

Register-Guard

July 18, 1979

Page 3C

## **Willamette Pass**

### **Ski area ruled in receivership**

The Willamette Pass Ski Area southeast of Oakridge was placed in receivership by a judge Monday (obscured) owner of the business has allegedly failed to fulfill his purchase contract.

The previous owner of the business, Hoodoo Ski Bowl Developers, Inc. of Salem, was appointed receiver by Lane County Circuit Judge Helen Frye as the first step of a foreclosure suit filed by the firm against Michael Roger Neary of Crescent Lake.

Neary, who brought the forest service lease rights to the area in 1977, says he plans to fight the foreclosure and is trying to sell his house so he can fulfill his contract. "They're gonna have a tough fight on their hands – I'll tell you that," Neary said.

Harvey Fox of Salem, president of Hoodoo Ski Bowl Developers, says if the foreclosure goes through, the corporation will sell the ski area or operate the area itself. "We want to keep it operating," Fox said. "We think it is good for the people of Eugene and also for the area." The corporation also owns Hoodoo Ski Bowl area at Santiam Pass.

Willamette Pass ski area is located on Highway 58 about 70 miles southeast of Eugene. Neary says he and previous owners have lost money in the business because the facilities aren't good enough to attract intermediate and advanced skiers. The area has a poma lift and rope tows but no chair lift.

According to the suit, Neary purchased the ski area from the Hoodoo firm in October, 1977 for \$60,000. The suit says that, after making a \$10,000 down payment, Neary agreed to make four annual payments of \$12,500 each, plus 10 per cent annual interest.

The first installment was due on Oct. 1, 1978 but Neary had paid only \$2,000 by December, 1978, the suit says. The former owners allege Neary also owes them \$1,384 in premiums for insurance on the property and that he has failed to meet conditions of a special use permit (obscured) for the ski area by the U. S. Forest Service.

Neary says he wasn't able to make the payments because the ski area lost money last year due to late snow and because he wasn't able to finish building his house as soon as he had hoped.

The suit says Neary agreed in the sale contract to use the ski area's equipment and building as collateral for his promise to pay the rest of the purchase price. According to the suit, the contract also said that if Neary defaulted on any of the installments, the Hoodoo firm could declare the entire remaining debt due and payable.

Neary says he put the business up for sale last winter but couldn't attract any buyers. "If someone would come in there with money and put a chair lift in, they'd make money hand over first," he said. The gas shortage could be a boon for Willamette Pass because it's closer to the Eugene-Springfield area than other ski areas, Neary said.

In the suit, the Hoodoo firm is seeking the \$48,000 remaining to be paid of the purchase price plus 10 percent interest, the \$1,384 in insurance premiums, \$15,000 in attorney's fees and an order foreclosing the sale contract so the buildings and equipment could be sold at auction.

### **New lease on life for a ski area?**

(Photo looking up By George run with caption.)

While an early snowstorm at Willamette Pass is renewing winter's promise for the downhill skier, the ski area's future is in the uncertain final stages of a sale.

(Main Article)

### **Financially troubled Willamette Pass Ski Area may open under new owners – again**

By Bill Lynch

Of the Register-Guard

Fresh snow is beginning to cover the Willamette Pass Ski Area and a new owner appears about to move onto the scene. Both are needed to fulfill officials' hopes that the slope will be open to downhill skiers again this winter.

The financially troubled ski operation was placed into court receivership in July. Before and after the foreclosure, the Willamette Pass operation had been advertised for sale. Some negotiations developed, but no sale was concluded.

"Last week it didn't look too good. But now we think we have something that will go," said Harvey Fox of Salem, president of Hoodoo Ski Developers, Inc. – the firm that received control of the ski operation through the foreclosure.

"We intend for it to run," said Bob Latham, Forest Service recreation officer for the Oakridge Ranger District.

The Forest Service plays a watchdog role and must approve any sale. The 160-acre ski area, off of Highway 58 and some 70 miles east of Eugene, is on Willamette National Forest land and is operated under an annual, renewable permit.

Hoodoo Ski Developers Inc., which operates the Santiam Pass ski area was appointed receiver for Willamette Pass in July in a Lane County Circuit Court foreclosure action against Michael Neary of Crescent City. Hoodoo was the previous owner and had sold its Willamette Pass rights to Neary for \$60,000 in 1977.

In the foreclosure suit, Hoodoo charged that Neary had been unable to make the installment payments required under the sales contract.

Of the pending sale, Fox said the Hoodoo board has approved the buyer's terms and is now awaiting acceptance by Neary's attorney and the buyer's signature. Fox declined to identify the buyer.

Traditionally Willamette Pass has been a beginner's slope. It operated on weekends and Wednesday afternoons last winter, drawing 6,390 skiers. The ski area has two rope tows and a 3,100-foot Poma lift, but no chair lift.

The skier gains 700 feet in elevation on the Poma, unloading about 1,000 feet below Cascade ridge summit.

Before losing control of the ski area, Neary said a chairlift to the summit was the key to the success of downhill skiing at Willamette Pass. Such a chairlift would put the skiers on a ridge above the 800-acre bowl – opening a dozen half-mile downhill runs on drier north slope snow.

Fox agrees with Neary's conclusion.

The best snow is on the back side. That's where the future is," he said.

Expansion also became possible this summer after being in a sort of limbo in recent years waiting completion of the Forest Service RARE II study (Roadless Area/Recreation Evaluation). The Willamette Pass phase of that study is now complete, with the north slope classed as available for downhill ski development.

And Forest Service officials say they are willing to negotiate on north slope expansion. Although the ski area is operated on an annual permit now, the Forest Service will consider a 20-year lease if agreement can be reached on a master plan that includes a timetable for various stages of completion.

Tri-City Herald  
Pasco, Richland, Kennewick, Wash.  
November 21, 1979  
Page 5

### **Ski area likely to remain idle**

OAKRIDGE, Ore. (AP) – Closed for the winter, silently sleeping under a blanket of snow, appears to be the prospect for the Willamette Pass Ski Area 70 miles southeast of Eugene on Oregon Highway 58.

“I don’t know for certain if it’s going to operate or not, but the outlook is disturbing,” said Harvey Fox, president of Hoodoo Ski Developers, Inc., the firm that received control when the Willamette Pass Ski Area was placed in court-ordered receivership last summer.

Register-Guard  
January 8, 1980  
Page C1

### **Willamette Pass needs snow as well as a sale**

OAKRIDGE – Lack of a buyer is not the only reason the Willamette Pass ski area remains closed.

Too little snow at the elevation of 5,128-foot Willamette Pass, 25 miles southeast of Oakridge, also is keeping the ski area closed.

“The possibility is that we would operate if a storm dumps (several feet of) new snow on the pass,” Harvey Fox of Hoodoo Ski Developers, Inc. said Monday. Fox is president of the Salem organization, which operates the Hoodoo Bowl ski area at Santiam Pass and holds the Forest Service permit for the idle Willamette Pass facilities.

This winter’s below-normal snowpacks also have been a problem for other lower-elevation ski areas in Oregon’s Cascades.

“We’ve barely enough (a 22-inch snowpack) to keep Hoodoo going,” Fox said.

“We do want to sell Willamette Pass,” he said.

Five prospective buyers have expressed interest, fox said, but no negotiations are in progress.

He would not put a price tag on Hoodoo’s interest in Willamette Pass. Instead, Fox said, “We’re accepting offers.”

He acknowledged that a financial package of about \$90,000 was under discussion during negotiations a month ago with one prospective buyer.

Hoodoo Ski Developers took control of the Willamette Pass facilities in a foreclosure action during the fall when Mike Neary, operator for the past two seasons, was unable to keep up installment payments.

Register-Guard  
August 3, 1980  
Page 2D

### **Add a bit of history to hiking or skiing**

Dan Sellard

Of the Register-Guard

**IF YOU’D LIKE TO** combine backpacking or ski touring with some history, consider the Old Santiam Wagon Road from the head of Hackleman Creek south of Highway 20 to the Deschutes River.

In 1850, the settlers who came to this area used the Barlow Pass Road to get to Western Oregon. But the Barlow Road, which followed the Columbia, was too steep for freight wagons. The settlers needed a better route across the Cascades.

In 1859, Forest Service research indicates, three men started east from the Santiam Valley and followed Indian trails. At the head of Hackleman Creek, near Tombstone Prairie, the trails turned north but the explorers headed east and found Fish Lake, then Clear Lake. From there, they turned north a little and headed

east to Big Lake, they found a low pass near Cache Mountain and followed Cache Creek past Black Butte and Camp Polk to the Deschutes River.

It was a good route and work started on (obscured) and was completed east to Deer Creek in the spring of 1865. In 1867, the route was finished to Fish Lake, and a year later it went to the Deschutes River.

The wagon road was a business venture. Articles of incorporation for the Santiam Wagon Road Company were signed in 1864 and the state issued a charter in 1866 so the company could charge fees. By 1891, the road was heavily used by wagons and drives of cattle and horses. Several way stations, including the one at Fish Lake, offered rest and sustenance to travelers.

On June 20, 1905, a man named Dwight Huss drove the first automobile on the road across the pass. Since the tariff regulations didn't list gas-powered rigs, the gatekeeper charged Huss 3 cents for "one road hog."

In 1925, the company sold the road to Linn County and in 1927, the Legislature financed the South Santiam Highway, which used some of the old route.

The wagon road crosses both public and private lands and permission must be sought for crossing the private property. For more information, call the Sweet Home Ranger Station, 367-5168.

Ski tourers use a part of the old wagon road on what is called the "Sand Mountain Traverse." Pick up the trail south of Hoodoo Ski Bowl and follow it down to Highway 126 near Fish Lake. Most of it's a delightful down hill run.

\* \* \* \* \*

Maris note: A future research project may include history of the McKenzie Highway, recalling the 1930s and early 1940s ski play areas at Sand Hills, Simms Butte, Hand Lake, and lower to White Branch; also retracing the John Craig Memorial Route Ski Races and Tours.

A similar research project may include the Abernathy Route and later development of Highway 58 and railroad line with featured stops at Crescent Summit, Abernathy, Cruzette noted in the Obsidian's ski tour, RG Feb. 10, 1946.

\* \* \* \* \*

The Bulletin - Bend

March 14, 1980

Page 13

### **Epic trip easy for mountain man**

By Gail Kinsey-Hill

Bulletin Staff Writer

A weekly appetizer for winter-sports enthusiasts

"It was not big deal," said Jack Meissner, leaning casually against a counter squeezed in between stacks of used tools, battered appliances and dusty bottles. "Anyone with a little common sense could do the same thing."

Many would beg to differ about the ease of traveling 300 miles with nothing but a pair of skis and a backpack. But for Meissner, it was nothing more than a pleasant vacation.

Over thirty years ago Meissner, now owner of the Odd Shop in Bend, skied from Mt. Hood to Crater Lake along the Pacific Crest Trail. For 300 miles he pushed through the snow, taking occasional detours to jaunt up buttes and stopping at lodges nestled in the passes to replenish his food supply.

He was gone for 42 days. "It was 32 days of actual traveling time," said Meissner. "I had to hole up several times to wait out storms."

Although the weather often whipped across the trail with the ferocity of a hungry wolf, he said he never considered abandoning the trek. "Why should I," queried Meissner, tugging at his hat and peaking out the shop window. "You're a lot safer out there than you are on the highway."

Now 60, Meissner feels as secure in the wilderness as an opossum in a tree. A trapper for over 30 years, he used the mountain peaks, streams and lakes as his livelihood, setting trap lines in animal haunts that stretched along Odell and Waldo lakes and Diamond Peak.

“It wasn’t much of a living,” said Meissner, who sold the thick pelts of martin, weasel, mink and otter for his bread and butter. “But it was an income.”

Meissner’s skiing prowess went hand and hand with his profession. “I’d skied a few times at Willamette Pass,” he said of his first attempts at the sport. “But I never had enough money to go much.

“I really leaned to ski on the trap lines.”

Only skis could get him into the snow-choked areas he had to reach.

“I’d make them myself,” said Meissner of the thick, long wooden slats that carried the trapper far into the wilderness.

“I had one pair that was 13 feet long – made them from maple.”

Meissner still owns a pair of 10-foot skis, handcrafted from spruce. No longer used, the thick, smooth skis pick their way through an assortment of odds and ends tacked onto the wall of his skis.

“I needed skis that long when the snow was deep,” he said. “Sometimes it would snow three feet overnight. If I had shorter skis, I’d just sink right in.”

Meissner was 28 when he crammed his pack full of 70 pounds of camping equipment and food and headed south to Crater Lake. During the first part of the trip a friend accompanied him, but the partnership didn’t last long.

“His feet gave out on him,” said Meissner. “I had to take him out when we got to Jefferson.”

Meissner went on alone. And, as he said, it was not a big deal.

“The Forest Service sure got down on me for being out there alone, though,” said Meissner. “But I didn’t see anything wrong with it. I’d been spending every day in the snow anyway. I knew what I was doing.”

Meissner was still trapping in 1958 when he got a job as a ski instructor at Bachelor Butte. The ski area was pretty small-time by today’s standards – it consisted of little more than a poma lift and the Egan Day Lodge.

But as the area expanded over the years, Meissner grew with it. Director of the ski school for 10 years, his name became a household word for any Central Oregonian who knew the difference between a snowplow and a parallel turn.

For many, Meissner and Bachelor were one and the same; he was as much a part of the mountain as its cinder cone. But as the years progressed, the ex-trapper began to feel the pinch of a job controlled by a corporation rather than by the outdoors.

In the early 1970s he left Bachelor and Bend and Oregon. For years he traveled through Idaho, Utah and Colorado, teaching at various ski areas, hiking and climbing.

To Meissner, the Rockies were “spectacular,” rising up to dizzying heights that dwarfed memories of the “pretty and more practical” Cascades.

“I climbed four peaks of over 14,000 feet when I was in Colorado,” said Meissner of a trip he made four years ago. “When you reach the top of something that high, you’re gasping.”

The Cascades are more tame, according to Meissner, who often has skied into the South Sister, climbed and skied its 10,300-foot slope in a single day. “The South Sister is a nice hike up and an easy ski down,” he said. In the spring, the southwestern side’s especially good.”

Although the Rockies offered a challenge that intrigued Meissner, the Cascades were still his home. His itchy feet assuaged, he returned to Bend several years ago and bought the Odd Shop, a second-hand store on Congress Street.

The lord of stacks of drills, hammers, toasters and hub caps, Meissner says the business gives him the freedom to ski while bringing in a good income. “I wanted to own my own business,” said Meissner of his decision to change from ski instructor to businessman. “I wanted to make some money on my own.”

A sign hanging in the shop’s – *Open at 2 p.m.* – gives Meissner plenty of time to hit the slopes for a few quick runs before sliding in behind the counter.

“Sometimes I don’t make it in ‘til about 3 p.m.,” said Meissner, his eyes twinkling at thoughts of untracked terrain. “I try to ski at least three times a week.”

Meissner usually clicks into alpine skis to take non-stop runs down Bachelor Butte’s slopes. But he hasn’t given up cross-country skiing entirely.

“I still cross-country a lot,” he said. “Just the other day I went into Broken Top and back. Took me a couple of hours.”

Longer treks reminiscent of his trapping days take him into the McKenzie Pass to conduct snow surveys for the Soil Conservation Service, a job he’s done since 1948.

But things have changed since those early days, and Meissner admits he’s beginning to long for a little more elbow room. Bend, he said, is becoming as crowded as his shop, and it may soon be time to pull up stakes and head out.

“In three years it’s going to be impossible to move around here,” said Meissner. “I might just have to sell the whole thing, hook up my trailer and take off.”

Then, like the martin and the mink, Meissner will be gone.

(Also see earlier Register-Guard articles: 2/12/48 P-1, 2/13/48 P-1 & P-7, 2/25/48 P-1, 2/28/48 P-1, 3/11/48 P-1, 3/11/48 P-20, 3/12/48 P-2, 3/15/48 P-6, 3/15/48 P-11)

## BREAKS IN THE STORM

Register-Guard  
August 13, 1980  
Page 3B

### **Willamette ski slopes to operate Connecticut man to buy facilities**

By Bill Lynch

Of the Register-Guard

OAKRIDGE – The Willamette Pass ski area, 25 miles east of here, will reopen this winter with Rick Satagaj of Middletown, Conn., taking over management from Hoodoo Ski Bowl Developers Inc. of Salem.

Hoodoo has agreed to the purchase of the facilities, pending final U.S. Forest Service approval of the site lease transfer, according to Harvey Fox, president. Details of the sale and the price were withheld.

“We’re going to operate this year for sure,” Satagaj said Tuesday.

“We will do everything we can to help them,” Fox added.

The Willamette Pass skiing operation has been for sale for the past year. It was closed last winter when Hoodoo could not reach an agreement with any prospective buyer.

Satagaj, 35, is the former general manager of the Mount Southington ski area near Hartford, Conn. He and his wife, Lois, are moving into the Willamette Pass living quarters this week. They have two daughters.

He and the Willamette National Forest representatives are to inspect ski area facilities on Tuesday to determine what improvements are to be made before the ski season starts.

“We’ve got a big job. We’re trying to spruce the place up now and should start painting in about a week,” Satagaj said.

He expects to operate the ski area on a Wednesday through Sunday weekly schedule, including night skiing. In future seasons, he said his goal is to operate all week, adding that he is accustomed to the Mount Southington schedule where day and night skiing was offered seven days a week.

Willamette Pass, 69 miles from Eugene, has been something of a beginner’s ski area since it opened 21 years ago. Facilities include three rope tows and a 3,100-foot-long poma lift on a slope with a 700-foot vertical drop.

“I would like to see north and south side chairlifts so skiers could utilize both slopes,” Satagaj said.

He added, however, that obtaining additional financing for such an improvement will depend upon having a successful opening season with the existing facilities.

Over the years, the ski area has passed through a series of struggling ownerships which have had difficulty competing with Mount Bachelor, Hoodoo Bowl and other areas with steeper slopes and chairlifts.

Every owner since 1962 has considered addition of a chairlift to take skiers to the 6,703-foot elevation on the Maiden Peak ridge, northeast of Willamette pass, and consider that the key to a successful future. Such a chairlift would carry skiers to the ridge along the southeast side of a natural alpine bowl, providing access to a choice of north slope runs where better snow conditions are found.

Forest Service officials have endorsed this general plan and reserved the bowl for future ski area expansion as part of the RARE II (Roadless Area Review and Evaluation) plan that was completed in 1979.

Hoodoo took over as lease holder in 1972 and operated the ski area for several years. The Willamette Pass lifts were shut down throughout the 1976-77 season, when a winter drought caused a snow shortage and limited skiing throughout the Northwest.

Mike Neary of Zig Zag operated the ski area during the 1977-78 season, but lost possession in a foreclosure action in 1979. The ski area was closed last winter.

### **Oregon Life**

Small Captioned Photo: Amber Satagaj takes a pre-sunrise peek out of her lonely world high in Willamette Pass

Large Center Captioned Photo: "The hills are alive," sings Rich Satagaj, who with his wife Lois has purchased the Willamette Pass Ski Area. The Satagajs moved to the Odell Lake area from Connecticut in August and are hoping for lots of snow this winter.

Small Center Captioned Photo: Rich Satagaj, left, and Steve Stenkamp get ski lift ready for winter use

Lower Right Captioned Photo: When Amber, 5, gets on the school bus at 7:40 a.m. every day, she's all alone until a couple more kids get on 10 minutes later at East Odell. The bus takes them to Gilchrist, 28 miles away.

### **New Life for the pass**

**LOIS SATAGAJ SAYS** her heart ached the first time she saw her five-year-old daughter, Amber, get on the school bus high on Willamette Pass. "She was so tiny, she had to stand on tiptoe to look out of the window, and she was all alone in that big bus," she says.

Amber doesn't mind the trip, her mother says, because "she thinks that all kids go to school this way." Her folks however, have had a little more difficulty adjusting to life on the lonely mountain ass. IN August, they left a comfortable home in populated Connecticut to take over operation of the Willamette Pass Ski Area.

"We miss our friends and relatives a lot," says Rich Satagaj (pronounced sata-jay), who has been laboring from dawn to dusk to get the rundown ski area in shape in time for snow. "But these mountains are so beautiful and our neighbors are so friendly, we love it here."

Those neighbors are a few people who live on the far shores of Odell Lake. Except for summer homes, the nearest residence is six miles away.

"There's no time to look back," says Lois Satagaj, who insists she's been much too busy to feel lonesome. "We'll break our backs until ski season opens, just getting ready, and then we'll be busy with skiers."

Both of the Satagajs have lived with snow and skiers before. They met when Rich was skiing at a Connecticut resort where Lois sold lift tickets. Since then, Rich has managed several New England ski areas.

But their life then was very different from the life they're building in the Oregon Cascades. IN Middletown, Conn., Lois says, she was a "typical homemaker" in a large split-level, all-electric house, complete with family room, patio and other comforts. Now, Lois, Rich and Amber live in the caretaker's house at the ski area, a small, three-story building that was dilapidated and dirty when they moved in.

"The place had three carpets in every room, and there was a quarter of an inch of dirt between each thickness." Rich says, "We must have hauled a dozen pickup loads of junk out of there."

With cleaning and creativity, they have shaped a home that is warm and secure but short on city luxuries. They cook on a gas range and eat at a small table in the tiny kitchen. The bathroom is heated with a portable electric heater and the rest of the house gets its warmth from a Franklin fireplace.

The most recent improvements to their home in the mountains is an outside stairway to allow access through a second-story door when the snow has blocked the lower-level entrance.

The Satagajs hope they'll have to use that door a lot this winter. They sold all their possessions and went heavily into debt to take over the ski area and now they are praying for a heave, long snow season at the pass.

The ski area has a checkered past. In its 21 years, a succession of owners have tried in vain to make it good enough to compete with Hoodoo Bowl, Mount Bachelor and other areas with steeper slopes and better equipment, as well as more dependable snow. The area is leased from the Willamette National Forest and the Satagajs have purchased the lease, the buildings and the machinery from Hoodoo Ski Bowl Developers, Inc., of Salem. Last year, the ski area was closed because nobody wanted to take the gamble.

"A lot of people have said the discouraging words," says Rich, "but I tell myself that we're more capable of running the area than the previous operators were.

"We may not be the von Trapp family but we'll make it go."

Whatever success they achieve will be the result of a mutual commitment to hard work and a dream. Dressed in boots, jeans and tattered shirts, Lois works these days beside Rich with hammer and paint brush on the half dozen old buildings that make up the complex.

When the Pomalift and the rope two start taking skiers up the slope – hopefully by Thanksgiving weekend – Lois will be waiting below with hot food. She'll manage the small cafeteria.

"I've worked as a waitress and a restaurant hostess and I'll hire some help in the kitchen, so I think I'll manage quite well," she says. "I have a degree in recreational therapy, so I even have some formal education in this line of work."

Back in Connecticut, the Satagajs say they lived a rather-quiet life. "We had friends in for dinner and backyard barbecues," Rich says. "Just quiet things with the people we played golf with, that sort of thing."

Their new life leaves little time for social life but Lois says, "We've been to dinner at three homes around the lake already," and Rich insists he has never

### **Turn to NEW, Page 2D**

#### **New Continued from Page 1D**

Captioned Photo: Lois Satagaj plans to operate a small cafeteria for the hungry skiers who come off the slopes at the ski area

seen "friendlier people. They loan us equipment and give us good advice."

Despite their optimism and enthusiasm, however, the Satagajs confess that they have experienced at least one "down period" when they questioned their decision to leave families and friends in Connecticut to make the gamble out West.

"Rich's mother died about two weeks after we came here," Lois explains. "We are both very, very close to our families and that was a blow. Not only that, but flying back home was an item that hurt the budget and we could ill afford to take the time."

When they returned to the ski area, they were tired and sad and that was the only time, she says, that "we wondered if we were doing the right thing."

The decision brought more questions when Amy, Rich's 16-year-old daughter by a previous marriage, decided to return to her private school in Connecticut. "It was a good decision," says Amy's father. "She's into voice, music and drama and there wouldn't be much of that around here for her. But I miss her a lot."

Amber, younger and less tied to life in the East is taking the move and a life of new isolation more in stride. She's made friends with fellow kindergartner Joey Allen who lives 10 miles away at Crescent Junction and she doesn't mind the bus ride that forces her out of bed at 6:30 a.m. every day. The bus leaves the state highway maintenance shed two miles away from the ski area at 7:40 a.m. and one of the Satagajs takes her there. At noon, one of them puts their tools aside temporarily to drive into Gilchrist to pick Amber up. Because the school bus is geared to a full day and Amber's kindergarten lets out in late morning, her parents drive to the little lumber town on Highway 97 to bring her home. "We could have waited until Amber was in the first grade, but we decided that she is so isolated up here that she needs a couple of hours with other kids her own age," Lois says. "It's working out just fine."

But there is still a little bit of mother-like emotions when the bus drives away in the dark.

"She looks so awfully tiny and lonely."

The Bulletin – Bend

November 17, 1980

Page 26

### **Stenkamp named**

Steven J. Stenkamp, son of Mr. and Mrs. John Stenkamp of Bend, is the new mountain manager and marketing director of the Willamette Pass Ski and Recreation Area.

Stenkamp is charged with the task of developing and maintaining a well run ski area. Emphasis on snow surface grooming and providing positive skiing experiences for

(photo of Stenkamp)

everyone will be his main objectives for this winter season at Willamette Pass.

A graduate of Southern Oregon State College with a Bachelor of Science degree in business administration, he has worked at Mount Bachelor for four winter seasons.

Besides being interested in alpine and nordic skiing, Stenkamp is interested in car restoration, backgammon, golf and photography.

Register-Guard  
December 26, 1980  
Page 2A

(Continued from Page One – High Water)

Oregon ski operators, who opened for business several weeks ago after early season snowfall, have seen much of their business washed down the slopes by recent rain.

Lois Satagaj, who, with husband Rich, took over operation of the Willamette Pass Ski Area in August, said today she peered out the window of the caretaker's house and saw rain for the fifth straight day.

"Most of the snow is gone," she said. "We did ski for three weekends but then we had to close. We're just going to have to hold on for another storm. Even with the rain yesterday (Christmas Day), there were some diehards out. They were trying to cross-country ski, but it was pretty wet going. It's pretty bare."

Hoodoo Ski Bowl also remained closed today because of lack of snow and a high freezing level. Timberline lodge on Mount Hood closed Thursday due to high winds, and was operating on a limited basis today. "It's warm, clear, no wind, but nothing to get excited about," a spokesman said.

With a 41-inch snowpack, Mount Bachelor ski area near Bend was operating today under overcast skies. "It's a wet (snow) pack, but they're skiing," said a spokeswoman.

Jameson said the weather forecast is "a real downer for skiers." Recent storms have been "just plain old rain," Jameson said, "and there hasn't been a flake of snow for weeks.

Register-Guard  
June 18, 1981  
Page 3B

### **Approval near on Willamette Pass ski plan**

By Bill Lynch

Of the Register-Guard

A favorable decision on plans for a major expansion of the Willamette Pass ski area – including the addition of facilities which will make it Oregon's first with snow-making capacity – is expected by the end of the month. Willamette National Forest Recreational Officer Dick Grace said Wednesday.

An endorsement of the plan is being prepared by the Forest Service officials and is expected to be in final form by Friday, Grace said. The plan can then be submitted to the U.S. Forest Service Regional office in Portland for formal approval.

With a favorable decision, Grace said, plans for the ski area development will clear the first major hurdle for the \$500,000 improvement program. If all goes well, the new facilities could be in operation by Thanksgiving Day, according to Willamette Pass operator Rich Satagaj.

The plans include installation of a modern chairlift, lights for night skiing, snow-making machines and six downhill runs.

The next hurdle is financing.

"I'm pretty excited, but I really don't know very much about how we go about doing this (the financing)," Satagaj said. He and his wife, Lois, purchased the ski area facilities a year ago, but the business was closed most of the past winter for lack of snow.

In recent months, Satagaj said, he has been meeting with a group of Eugene-area investors to plan the expansion. Creating a formal organization has been held up pending a favorable Forest Service decision, however, he said. The ski area, beside Highway 58 about 70 miles east of Eugene, is on leased Forest Service land. That agency must approve changes in the facility.

Formation of a corporation or partnership is the next step, Satagaj said. The expansion is expected to be funded by a combination of bank financing and private risk capital.

The ski area has operated with an ancient Poma lift, which pulled standing skiers up the slope for 3,100 feet. It also had two small rope tows.

Satagaj plans to install a new 3,800-foot triple chairlift. The 147-chair lift, seating three skiers per chair, would take them 700 feet beyond the top of the present run.

The chair lift design calls for 16 steel towers and would cost in excess of \$350,000, he said. Lights mounted on the towers would permit night skiing.

From the top of the lift, skiers will be able to choose from six downhill runs. Two runs will follow gentle slopes. Each would be about a mile and a half in length and would be designed to allow the novice to ride to the top and ski down on the first outing, Satagaj said.

Two glade runs are also planned for the advanced and intermediate skiers. These would provide a course down steep pitches and in and out of forested areas.

Having snow-making machines, Satagaj said, the ski area could plan to start each year on Thanksgiving Day and could be assured of an adequate snowpack for full operation throughout the Christmas holiday season.

Whether it is practical to invest in snow-making facilities became a central issue with the Forest Service review of the development plan, according to Grace. Snow-making is widely used in the East and Midwest but all Oregon ski areas depend upon natural snow.

In order to resolve the issue, Grace said, the Forest Service had a feasibility study made by Blue Enterprises of Costa Mesa, Calif., a firm experienced in snow-making operations at California ski areas. The firm's favorable report and supporting evidence on winter temperatures at Willamette Pass from Weathersphere, a meteorological service, cleared the way for the endorsement of Satagaj's plan, Grace said.

Register-Guard

May 30, 1982

Page 1B – Area News

### **Ski area to install chairlift**

#### **Willamette Pass plans expansion**

By Bill Lynch of the Register-Guard

The Willamette Pass ski area, with the financial backing of a Eugene family, will have a chairlift and other new facilities this year, broadening its appeal as a stop for Eugene-Springfield skiers.

"This isn't a dream. The chairlift has been ordered," said Charles Wiper Jr., whose family is investing \$750,000 to develop the ski area 70 miles east of Eugene.

Wiper, whose family owns and operates a cemetery, Rest Haven Memorial Park, said Willamette Pass Ski Corp. will be formed to operate the area at the edge of Highway 58, replacing the sole proprietorship of Rich and Lois Satagaj. Under the plan, the Satagaj's will retain 40 percent interest with Rich continuing as manager.

The Wiper family's 60 percent ownership will be shared in 15 percent portions by the brothers' children – Tom Jr., Tim and Wendy Wiper, Barbara Bridges and Kris Geis, all of Eugene. Former Olympian and University of Oregon distance runner Paul Geis, a son-in-law, will be comptroller.

"My brother and I are providing the financing; our kids will do the work," said Tom Wiper Sr.

Willamette Pass has never had a chairlift, though efforts to put one there date back to 1954, when George Korn owned and operated the area. The area operates with a Poma lift, which pulls standing skiers 3,100 feet up the slope, and two small rope tows, on one basic ski run.

Because of these limited facilities, more advanced skiers from Eugene-Springfield have, for the most part had the choice of going to Hoodoo Ski Bowl, 85 miles from Eugene, or to Mt. Hood, east of Portland, or Mt. Bachelor near Bend. Skiing when it involves overnight trips to distant ski resorts has become too costly for the normal family, Charles Wiper said.

Now this can be a family ski area," he said. "It is something the Eugene-Springfield community needs."

The new double chair, manufactured by Riblet Aerial Tramway Co. of Spokane, will be about 50 yards short of one mile in length and will reach the top of the hill. Skiers will gain about 1,550 feet in elevation on it.

From the top, skiers will have the choice of eight new downhill runs, all returning to the restaurant-lodge at the edge of Highway 58. The downhill trails will include several novice and intermediate runs, one just over two miles long, Satagaj said. Several steeper runs for the advanced, intermediate and expert skiers will be about a mile long.

For the first time, Willamette Pass will have fast runs, two with 36-degree pitches, he said.

“We will have some fine, expert skiing,” he said.

The lift also will serve the cross-country skiers, providing access in winter to several back-country trails which, in deep snow, would require a difficult climb, Tim Wiper said. Wiper is to be assistant manager and will direct development of a ski racing program.

In addition to the chairlift and runs, lights for night skiing will be installed on the area’s existing main run, Satagaj said. The Poma lift will be dismantled, and the chairlift is to have a midway unloading which will serve nighttime skiers.

The work is to be completed in

### **Turn to SKI, Page 6B**

#### **Ski Continued from Page 1B**

time for this fall’s new season.

Other changes to be financed by the new corporation will include expansion of the restaurant to provide a second floor dining room, addition of a new ski-rental shop and purchase of additional machines to groom miles of new ski runs.

The Satagaj’s, who bought the area in 1980, attempted to find money for a \$500,000 chairlift last summer, but that effort faltered when arrangements with several would-be backers fell short.

The Satagaj’s first season was one with financial hardship. That winter, Oregon mountain areas were short of snow, and Willamette Pass operated for just 24 days.

This past season was a complete turnaround. Snow covered the slope before Thanksgiving day, and skiing continued until May 1.

Discussions with the Wipers aimed at reviving the chairlift plan began in February, Satagaj said.

Action to obtain U.S. Forest Service clearance for addition of the chairlift, a 45-day process, has begun said John Phipps, resource officer for the Oakridge Ranger district. The ski area is on leased Willamette Forest land, and any development must obtain the agency’s approval.

Although planned for a chairlift and the logging operations needed to open several new ski runs, were approved last summer, the chairlift envisioned then would have been shorter, 3,800 feet long, and wouldn’t have gone to the hill top.

The way has been paved for the new chairlift scheme because the Forest Service, as part of master plans accepted from previous owners, previously approved lifts to the 6,700-foot summit, Phipps said. Nonetheless, the Willamette National Forest must develop a formal “environmental assessment” of the new plan, and this must be approved by the regional office in Portland before construction can start.

Phipps expects to complete the draft environmental assessment by mid-June. Comments about the proposal received before June 15 will be considered in preparing the report. Statements can be addressed to the District Ranger Bob Barstad, Oakridge Ranger District, Westfir, 97492.

Phipps has reviewed the plan with representatives of the Oregon Wilderness Coalition and had inspected the chairlift and ski-run sites with them. The project appears to have their support, he said.

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November 14, 1982  
Page 1C

(Area, south aspect, perspective illustration and caption.)

The new \$440,000 Willamette Pass chairlift will give downhill skiers 11 new runs and offer Nordic skiers easy access to the Rosary Lakes cross country trails.

(Main Article)

### **Ski area grows up – WAY up**

#### **Willamette Pass joins the big time with new 5,180-foot chairlift, spectacular trails**

By Bill Lynch

Of the Register-Guard

Willamette Pass, the poor stepchild among Oregon ski areas, moves into the big leagues this season with its first chairlift, new runs and hopes higher than its renamed hill.

Nearly \$750,000 has been spent to renovate the once-struggling little ski area, located at the edge of Highway 58 about 69 miles southeast of Eugene. Last season, Willamette Pass had only one 3,100-foot downhill run and an ancient Poma lift. This year, it sports a new 5,180-foot chairlift, more than seven miles of downhill trails in 11 new runs – five from the top of the lift – a remodeled lodge and restaurant, an expanded work crew, snow-grooming equipment and a name for its hill. Call it “Eagle Peak.”

Last year, the old Willamette Pass drew 6,900 paying customers. But the new package should draw 30,000 skiers this winter, its backers say.

Most of them should be from the Eugene-Springfield area – people who might otherwise drive to the “big name” Oregon ski areas such as Mount Bachelor, southwest of Bend 158 miles away, Hoodoo Ski Bowl, 88 miles away at Santiam Pass, or the Mount Hood ski developments – Timberline, Mount Hood Meadows, and Multipor (sic)-Ski Bowl.

“We’re feeling pretty good about what we have accomplished,” says Rich Satagaj, the ski area’s manager.

Willamette Pass first came under development in 1941, but it wasn’t until last summer, when Willamette Pass Ski Corp. was formed by new investors, that the chairlift became possible. The new money came from Charles Wiper and Tom Wiper Sr., brothers and owners of Rest-Haven Memorial Park, a cemetery.

The deal gave the Wiper family a 60 percent interest in the new company, while Satagaj and his wife Lois, who bought the financially troubled ski area in 1980, retain a 40 percent interest.

Under the new structure, Charles Wiper is board chairman, Rich Satagaj is president as well as general manager, and Tim Wiper, Charles’ son, is vice president. Another Wiper relative, Charles’ son-in-law, Paul Geis – a former Olympian and University of Oregon distance runner, is treasurer.

The ski slope is on Willamette National Forest land.

### **Turn to SKI AREA, Page 2C**

#### **SKI area Continued from Page 1C**

and U.S. Forest Service official worked hard to get the chairlift permit issued in July, allowing construction crews to finish their work in advance of winter snows..

The modernization touched every phase of the ski area’s operations.

The ski area’s runs include seven which unload at the midway point of (obscured) each bearing a name which is supposed to evoke skier enthusiasm. Peekaboo run, for instance offers outstanding views of Diamond Peak. Swoosh borrows from the Nike Inc. emblem. Tumburr and Timburr Glades recognize the logging industry and Eagles Flight starts from the top of the hill and is, naturally, steep.

The hill itself never had an official name, although for years it has been called “McFarland’s Butte,” after an early-day forest ranger. But just as Mount Bachelor is thought to be a more saleable name for that area than the original Bachelor Butte, “Eagle Peak” is considered to be superior for the Willamette Pass area. “We do have eagles,” says Satagaj,

Plans call for the remodeled lodge and restaurant to open Thanksgiving Day with a seating of 170. A lounge has been added and the application for a (sic) Oregon liquor license is pending.

A new building will house the ski rental shop stocked with all new skis and boots.

Other changes are outside. The main lower slope will be lighted for night skiing. Snow-making equipment is on hand in case a shortage of natural snow occurs.

Two snow tractors, each with three different snow-grooming units for packing the runs are also on hand.

“Willamette Pass certainly never had a grooming program but we will have one this year,” Satagaj says. The lower mountain and 2-mile long advertised beginner-intermediate run, that starts from the top, are to be groomed at all times, he says.

Last year’s smaller ski area needed only five full-time employees. This year, four full-time employees will be needed for grooming operations alone. The minimum crew to operate the chairlift is six. With other workers in the rental shop and the restaurant, the ski area will have 25 full-time employees and at least a half-dozen parttime (sic) workers.

Legendary Oregon skier Jack Meissner is to direct the ski school. A ski patrol and about 20 ski-school instructors will also be working.

Meissner, 64, headed the Willamette Pass ski school years ago and was a founder of the Pacific Northwest Ski Instructors Association. He returns to Willamette Pass after being ski school director at Mount Bachelor and at Idaho’s Bogus Basin.

Willamette Pass had its beginnings in November, 1941, when a committee of Eugene-area winter sports enthusiasts, with permission from the Forest Service, began clearing trees to develop a ski run. Then came Dec. 7 – the start of World War II – and development stopped.

After the war, work resumed. George Korn, a member of the original committee, became manager of the fledgling ski area.

Korn’s long association is reflected in the name for the main run on the lower slope. It will be known by today’s skiers as “By George.”

Cross country skiers also will benefit from the chairlift, says Tim Wiper. Unloading from the top, the cross country skier can follow a Forest Service trail northeast to link up with the trails above Rosary Lakes and on to the Skyline trail.

“Tremendous views, and better snow quality,” says John Phipps, Oakridge Ranger District resource officer.

The trails are 1,500 feet higher than the popular trails at nearby Gold Lake, for example, and the snow will be drier. With a ride up the chairlift, the cross country skier avoids a difficult climb previously required to reach the Rosary Lakes trails.

The route from the chairlift that reaches the Rosary Lakes trails is a 3 kilometer loop which Nordic Club volunteers have agreed to groom each weekend, said Phipps.

The developers expect all these changes to produce profits.

“Nature has a lot to do with it,” (obscured line) , of course.

Skiers are another. By one calculation, Lane County has 10,000 active skiers and others who have given up on the long drive to Mount Bachelor and other areas. A skier who tries the new Willamette Pass will “get hooked on that mountain,” says Tom Wiper, Jr. Tom Sr’s son and a director.

“To pay the vendors and meet the payroll,” Willamette Pass needs 17,000 skiers this winter, Geis says. A season with 30,000 skiers is within reach, he and others say.

A 30,000-skier season would mean that on almost every Saturday, Sunday and holiday from Thanksgiving through spring vacation in March that Willamette Pass must draw 800 skiers. Statistics from other ski areas suggest this may be difficult.

Mount Bachelor, for example, had 565,000 skiers last season. It has nine chairlifts and expects 5,000 skiers on an average Saturday or Sunday – about 550 per chairlift. The peak crowd last year topped 9,000.

Hoodoo Ski Bowl had 38,000 skiers last season. It has three chairlifts and had a peak day of 1,300. Manager John Rogers said Hoodoo’s goal is to draw 45,000 skiers this winter.

Rogers says that throughout the West, ski industry statistics show the big resorts area drawing larger crowds, while activity at smaller areas stagnates. Smaller areas need to expand promotional efforts, he says.

On the plus side, Willamette Pass can claim to be the “local” ski area for Eugene and Springfield.

The \$12 chairlift ticket, equal to Hoodoo price, is a bargain compared with \$16.50 at Mount Bachelor and \$14 to \$16 at Mount Hood.

Higher elevation is another plus. Higher elevation usually means more and colder, drier snow. At Willamette Pass, the summit is 6,660 feet, well above Hoodoo at 5,702 feet, and just 100 feet below the top of Timberline's Magic Mile.

Assuming winter snows come on time, the Willamette Pass season will start on Thanksgiving Day. But the developers are wary of having too much business too soon.

With a new \$440,000 chairlift, a new crew and 11 new trails, Satagaj warns that breakdowns can be expected. Experience is needed to develop a smoothly operating ski area – and that won't come with the first snow that covers the slope.

At the start of the season, in fact, Satagaj doesn't want a large crowd.

Willamette Pass faces an added start-of-the-season drawback. It must have more snow than the other ski areas before the downhill runs can be used.

Building a chairlift, logging the new trails and the other work this summer and fall did not leave enough time to complete the "vegetative grooming (obscured line) big stumps and big rocks have been cleared, much trail work must wait until next summer.

Satagaj says a solid snowpack at least two feet deep will be needed before some of the steeper runs from the top can be opened..

That, of course, is just for the start of the season. Later, when winter storms have provided a deep snowpack the stumps underneath can be forgotten.

(Two separate Photos captioned: **Charles Wiper** Willamette Pass board chairman **Rich Satagaj** President and general manager)

Note: The first-page illustration shows these trail runs: By George and the present Success with a full length chairlift to the Eagle Peak summit. From the summit: Kaleidoscope, Eagles Flight, Perseverance, Timburr, Timburr Glades; and to the west of By George, Duck Soup, Peekeeboo, Swoosh, and Rough Cut. Note that an extension of Rough Cut to the Eagle Peak summit is shown in a direct line. It is assumed that this is not the present run of R.T.S. which is further around to the west side of Eagle Peak. The Sleepy Hollow beginners area clearing is shown.

Register-Guard  
January 23, 1983  
Page 3E

### **Fun in snow can produce pain**

By Jim Sellers

Of the Register-Guard

(Photo of two inner-tube riders flying through the air, with caption.)

Young people have fun on inner tubes, garbage can lids and sleds, but too often the result is injury.

(Main Article)

Snow enthusiasts at Willamette Pass suffered an unusual number of injuries last weekend, although the hurts came not on the ski slopes, but from accidents in an adjacent snowplay area.

"We had a couple of injuries – a neck injury and a leg injury – and various assortments of lacerations and abrasions," says Rich Satagaj, who operates Willamette Pass Ski Area across Highway 58 from the unsupervised snowplay area. He estimates 90 percent come from the snowplay area.

Hal Duncan of Eugene, who heads the area's ski patrol, says the patrol saw 13 accident victims in one 90-minute period alone.

A teen-ager was even returned to Eugene by ambulance, although her inner-tubing injuries were not as serious as first expected. Nevertheless, she did learn what dozens of snow enthusiasts riding inner tubes, toboggans, sleds and saucers have – that snowplay can be dangerous.

Satagaj, who says he eventually would like to get supervision for the snowplay area or convert it to another use, expects even more serious injuries. "It's going to be paraplegia city, it's just a matter of time."

He is joined by other observers, who talk about compressed spines, broken legs, miscellaneous cuts and other injuries.

“Tubing and sledding are among the most hazardous things that go on,” says Chuck Solin of the Eugene parks and Recreations Department, “probably because it isn’t supervised very well.”

Some snowplay areas are supervised, however, and groups can provide their own supervision. Dick Smith of Eugene, who recently took a Mormon youth group to the snowplay area adjacent to Willamette Pass Ski Area, says he likes to have at least one adult for each 10 kids.

Managers of ski areas, where snowplay usually is forbidden because it interferes with safe skiing, say snowplay accidents usually result from five causes: Not having a long enough run-out area for tubes and toboggans to stop, having trees too close to the sides of the run, snowplayers hitting each other because they haven’t waited their turn, snowplayers hitting rocks, stumps or other obstacles in the snow, and snowplayers trying to glide over Evel Knievel-like jumps.

“There’s no control,” says recreation manager Jim White of the McKenzie Ranger District. “You just go wherever the mountain wants to take you.”

Yet safe snowplay also can be blizzards of fun and, unlike skiing, most anybody can slide on an inner tube.

“There’s a lot of independent snowplay going on up here,” Satagaj says of the area near Willamette Pass. “They’re cooking, they’ve got burners on their tailgates, they’re cooking hot dogs. It’s big time.”

Here’s a sampler of snowplay areas and what they offer:

(See Appendix A for full text of facilities at each area.)

Crescent Lake

Hyatt Lake

Santiam Lodge

Skyliners

Snow Bunny Lodge

Summit Ski Area

White Branch Youth Camp

Willamette Pass

Register-Guard

April 1, 1983

Page 4B

### **City to seek grant funds for projects**

OAKRIDGE – Application for a \$600,000 community development grant to make low-interest loans to developers of the proposed McCredie Hot Springs Resort and to developers of the Willamette Pass ski complex was authorized Thursday night by the City Council.

(Text omitted to next paragraph.)

The council agreed to seek a \$335,000 grant for the McCredie Hot Springs project and a \$250,000 grant for the ski resort. Another \$15,000 would be set aside for administrative costs.

Beverly Campbell of Dexter, a principal of Campbell & Associates, said Thursday she hopes construction can start this summer on the initial phase of a \$3-million resort complex at the historic hot springs, located 8 miles east of Oakridge on Highway 58.

The initial phase calls (sic) for construction of a 44 room inn with a restaurant and bar and a swimming pool and hot tub facilities, she said.

Willamette Pass, a ski area which installed its first chairlift last fall in an expansion program, plans to build a second lift and a new lodge and restaurant in a \$1-million effort to start this summer.

Register-Guard  
May 29, 1983  
Page B1

## **Expansion of ski area under way Willamette project to cost \$1 million**

By Bill Lynch  
Of the Register-Guard

Although the snow is melting and large areas of lower slopes at the Willamette Pass ski area are bare, cars and trucks gather daily in the Highway 58 parking lot.

They belong to loggers and construction workers who have launched a \$1-million expansion project on Forest Service property 69 miles southeast of Eugene.

The construction crews plan to install a second chairlift, to build a restaurant and lounge and to expand the parking lot, reports President Tim Wiper of the Willamette Pass Ski Corp.

In addition, loggers will clear trees from the restaurant and chairlift sites and will open six new ski runs through steep (obscured) equipped with bulldozers and trucks, will clear stumps and will groom nine miles of downhill ski runs.

The Forest Service regional office in Portland approved overall plans for the new lift, the added ski runs and day lodge construction in mid-May. Logging and construction permits are being issued.

Willamette Pass installed its first chairlift last summer, a double-chair design that is 5,180 feet long, and reaches to the summit of 6,900-foot Eagle Peak.

The chairlift, new downhill ski runs and a good snowpack produced an attendance record for the ski area.

"We were just shy of 30,000 if we include the 775 that came for free skiing on Christmas Day" says General Manager Rich Satagaj.

Official attendance was 29,200, more than four times greater than the previous year when only the Poma lift was available to pull skiers part way up the hill.

But last winter crowds produced waiting lines at the ski lift and the company decided a second chairlift was needed, Wiper says. The new lift a \$420,000 investment, will be a triple-chair capable of seating three skiers at one time. The lift, 3,200 feet long, will reach two-thirds of the way up the hill and will be capable of carrying 1,800 skiers an hour.

The \$600,000 structure containing the new restaurant and day lodge is to be located west of the existing restaurant near the base of the main chairlift.

The 12,000-square-foot lodge is to house a ski shop, restrooms and lift ticket sales unit on the lower level and a restaurant with a view of the ski slope on the elevated first floor. A second-floor lounge is expected to be added in 1984.

Loggers are clearing the building site and cement foundations are to be poured and ready for carpenters to begin work by June 15, Wiper says. They will then move up the slope and will begin clearing a path for the new chairlift.

Work on the footings for the chairlift's towers is to start early in July. The triple chair will be located west of the existing lift along the east side of the downhill run called Rough Cut. The two lifts are to be separated by a strip of timber.

Trail grooming work is to start this week and is expected to continue all summer, Satagaj says. The goal is to make skiing possible on six inches of packed snow so the season can start in November.

The stumps, underbrush and rocks area to be used as fill to increase the width of the beginner's run on the east side of the ski area, Satagaj says.

The Summit House, the ski area's small restaurant has been closed and the building will be converted to other uses.

(Note: Summit House converted to house Operations, Dispatch, Managers' Apartment, Ski School, and Employees' Lockers in upper levels, with Ski Patrol Day Room and First Aid Room on lower level.)

Daily Record – Ellensburg, Washington  
July 9, 1983  
Page 1

**Ski business ‘not that good’**

United Press International

Timberline Lodge and Willamette Pass established alltime attendance records for the 1982-83 ski season, but skiing overall was down in both Oregon and Washington from the previous season.

Alpental, at Snoqualimie Pass, also showed a gain of about 12 percent.

The U.S. Forest service regional office in Portland said there were 7.7 percent fewer paying skiers on the slopes the past season from 1981-82 throughout the Pacific Northwest. This included a 12 percent decline in Washington, with 1,332,390 last season and 1,513,532 a year earlier, and 2.6 percent drop in Oregon, 1,228,629 and 1,231,989.

Timberline’s 192,520 was up from the previous record of 152,841 in 1981-82.

Willamette Pass had a 300-percent jump in its attendance as it installed its first chairlift in time for the 1982-83 season. The 27,678 last season compared with 6,973 a year earlier.

Showing gains in Washington were Alpental, up from 94,334 to 106,515 and Crystal Mountain, 225,161 to 246,223.

The biggest loser in the region was Washington’s Mount Baker, which attracted but 56,483 skiers in 1982-83, down from 12,665 the previous season. (Possible typo in numbers.)

Other comparative figures for last season and a year earlier in Oregon were Anthony Lakes, 29,377 and 29,776; Cooper Spur, 6,457 and 14,183; Hoodoo, 45,259 and 38,114; Mount Ashland, 58,250 and 79,253, and Mount Bachelor, 505,080 and 518,473.

Also, Mount Hood Meadows, 268,817; Multorpor Ski Bowl, 62,779 and 81,100; Spout Springs, 14,368 and 19,983; Summit, 9,515 and 7,826; Tomahawk, 928 and 1,682 and Warner Canyon, 7,784 and 6,263.

Others in Washington included Bluewood, 33,836 and 33,919; Hyak, 43,987 and 68,393; Leavenworth, 2,239 and 4,400; Loop Loop, 10,707 and 11,361; Mission Ridge, 91,230 and 99,633; Snoqualmie-Ski Acres, 330,992 and 342,900; Stevens Pass, 252,915 and 340,265, and White Pass, 86,116 and 102,684.

Register-Guard  
September 11, 1983  
Page 2E

**Outside**

By Tim Talevich  
Of the Register-Guard  
(Extracted portion.)

**SKI PATROL CANDIDATES:** The Willamette Pass Ski Patrol will hold an orientation meeting for those interested in joining the volunteer ski patrol Wednesday at Citizens Savings & Loan, 1740 W. 18th Ave., Eugene, beginning at 7:30 p.m. A ski test will be given in early December, but those taking the test must be at least 18 years old, hold a current advanced Red Cross First Aid card or EMT-1 rating and have current certification in cardio-pulmonary (sic) –resuscitation.

Register-Guard  
September 20, 1983  
Page 2D  
(Extraction)

While Springfield is busy planning its By-Gully bike and jogging course, the Willamette Pass Ski Corporation is in the midst of building a ski racing arena on the By George Trail, for alpine race training and competitive events.

Recent facility expansion, the addition of 80 new staff positions and the development of junior ski racing in the Eugene-Springfield area will be addressed during a news conference at 10 this morning at the Pacific Meeting Room, second floor of the Citizens Building, 975 Oak Street.

On hand at the news conference will be Bob Harkins, development coordinator for the U.S. Ski Team, and Bob Castellino, president of the newly formed Willamette Pass Ski Corporation. (Error when compared with following day's article, 9/21/83, identifying Tim Wiper as president.)

Employment applications will be accepted on Oct. 4014. For more information, contact Castellino, 484-5030, or Tim Wiper, 345-8522. . .

Register-Guard  
September 21, 1983  
Page 10B

### **Expanded ski area to hire 80 workers**

Beginning next month, the Willamette Pass Ski Corp. will hire as many as 80 people for seasonal jobs as a result of the corporation's \$1-million expansion project this summer at the ski area 70 miles southeast of Eugene.

Tim Wiper, Willamette Pass Ski Corp. president, said Tuesday applications will be accepted at the corporation office at 1872 Willamette St. in Eugene beginning Oct. 3, and hiring decision will be made by Oct. 24.

The expansion project includes construction of a \$600,000 day lodge and restaurant and a \$420,000 triple-chair lift.

The ski area's hiring plans were outlined at a news conference arranged by the Oregon-Pacific Economic Development Corp. The season jobs are a bonus for the area's economy because they mesh with the offseason in the forest industry and tourist business, said John Alltucker, an Oregon-Pacific board member.

Wiper said the corporation seeks workers for the restaurant, lounge and ski shop, parking lot attendants, ski lift operators, tractor operators for snow-grooming machines, ski instructors and ski patrol staff.

The planned opening of the ski season is Nov. 23, the day before Thanksgiving, Wiper said.

He said the day lodge project "is the highlight of what we area trying to produce at Willamette Pass this year." Two levels of the lodge, providing 25,000 square feet of space, are to be completed this fall.

Among several other innovations at the ski area this year will be the development of a fenced ski racing area with computerized timing. It will be on the open slope north of the day lodge and will permit the introduction of a racing program for teams of youngsters and adults. Service on the ski area's customized, 36-passenger bus from Eugene to Willamette Pass also will be initiated this season.

Register-Guard  
October 3, 1983  
Pages C1 and 4C

**It's the icing, not the cake**

**Olympic medals do not keep Bill Koch on his skis**

By Dave Kayfes

Of the Register-Guard

(See Appendix A for full article of Koch and his reasons for moving to Eugene to train for the pending Sarajevo Winter Olympic Nordic Cross-Country competition. The following is an extraction from Page 4C.)

Koch likes Eugene and its friendly athletic people. Already he has been approached by the non-profit Willamette Pass Ski Corporation to help develop the area's alpine and Nordic skiing conditions, and he has formed a partnership with two people in town in a consulting business.

"I am a ski trail designer by profession, and the Willamette Pass lends itself to a system of trails," he said. "I can see Nordic skiing being a part of sports in Eugene. The town is so sports-minded. It takes only 1 ¼ hours to get there. Why sit in the rain and stew? Enjoy the winter."

Register-Guard  
October 28, 1983  
Page 2D

**Satagajs leave ski pass for Pennsylvania posts**

Rich and Lois Satagaj, central figures in recent developments at the Willamette Pass ski area, have moved from Oregon and will not be involved in the skiing operations this winter, according to a spokesman for the Willamette Pass Ski Corp.

The Satgajs left to head development of a new ski area in Pennsylvania. The ski area, a \$15 million project, will be southeast of Wilkes-Barre and Scranton in the Pocono Mountains.

The Statgajs continue as part owners of Willamette Pass, said Bob Castellino, spokesman for the ski area.

The Stagajs purchased Willamette Pass in the summer of 1980. It was a small ski area with no chairlift and had been closed the previous season while the previous owner sought a buyer.

As new owners, the Satgajs faced an unusual winter of drought in the 1980-81 ski season. Little snow fell in the Cascades and the Willamette Pass slopes remained bare. The ski area had just 700 customers.

Much snow fell the following season and in the spring Satagaj's search for development capital resulted in formation of the Willamette Pass Ski Corp. Financing was provided by Charles Wiper Jr. and Tom Wiper Sr., senior members of the Eugene family that owns and operates Rest-Haven Memorial Park.

With financing available, Willamette Pass installed its first chairlift, reaching 5,180 feet in length to the top of Eagle Peak. Last winter the area drew 27,000 skiers. A second chairlift was installed this summer and a large day lodge is under construction.

Satagaj had served as general manager, but with his departure that post has been eliminated. Corporation President Tim Wiper will assume those duties. Other top officers are Paul Geis, comptroller, and Castellino, marketing director. Operations manager is Chris Nyberg and the food service manager is Bryan McCaskill of Springfield.

Register-Guard  
February 4, 1984  
Page 10C

(Photo of lodge under construction and caption.)

Construction on Willamette Pass's day lodge stopped in November when a flap over a drainfield surfaced; now it's not expected to be finished until next fall.

### **Ski area reaches peak of success**

#### **Willamette Pass thriving despite red tape, lack of fresh snow**

By Bill Lynch

Of the Register-Guard

Although the modernization of the Willamette Pass Ski area has not been without problems, the developers say this season's skier attendance is headed for another record.

The 2-month old season is at its midpoint, and skier visits already have topped 22,000 officials say.

For the full season last winter, the Willamette Pass ticket-buying skiers totaled a record 26,678. This winter, the ski area – 69 miles southeast of Eugene at the edge of Highway 58 – appears likely to surpass that and could count 45,000 or more.

Behind the increase in attendance is an investment of \$1.75 million by the Willamette Pass Ski Corp. The money was spent for chairlifts and new buildings.

President Tim Wiper says the aim is to attract more skiers. "Our goal is 60,000," he says.

That goal may be out of reach this season. Oregon ski areas have gone without significant snowfall for three weeks. Skiers using the 10 miles of downhill runs at Willamette Pass area riding on well-used snow. The skiing surface is the "machine powder" produced by snow tractors that daily claw up and down the slope reworking the snow so that trails do not turn to icy, hard-packed runs that skiers dislike.

But if the shortage of fresh snow is a worry, an abundance of government red tape has been a bigger problem.

Wiper tries to be philosophical about it. After all, he says, the ski area serves the public and occupies public land under the jurisdiction of the Willamette National Forest.

"Naturally, we would like to operate like a private business, but sometimes we have to let somebody else say this is how it's going to be," he says.

Next week is one of those times when key aspects of the ski area's future will be juggled by several different agencies.

In Eugene, the Oregon Public Utility Commissioner will open a hearing at 10 a.m. Tuesday in Harris Hall to determine whether the Willamette Pass Ski Corp. can continue to operate a ski bus. The Iron Horse Stage Lines of Eugene holds a PUC permit for the route and has challenged the ski area's plan to provide its own bus service.

A ruling is unlikely until late in the month, says PUC spokesman John Clay.

On another front, a debate continues within the Willamette National Forest on procedures to be followed in considering long-range expansion plans for the ski area, which would involve opening ski trails and adding chairlifts in the roadless area on the north side of the hill.

The long-range planning process is marking time while U.S. Forest Service official weigh the politics and future of existing policies involving wilderness and roadless areas. Lawsuits, appeals of court decisions and bills before Congress could influence the future of the small roadless area proposed for future north-slope chairlifts.

One of the more frustrating examples for Wiper involves the effort to offer restaurant service in the 40,000-square-foot day lodge, a goal now postponed until next season.

What's missing is a Department of Environmental Quality permit that would enable the ski area to use the existing septic tank and drainfield for kitchen waste. Negotiations over the agency rules are scheduled during the week at meetings in Bend.

As a result, most work on the building was halted. The unfinished dining room was opened to skiers with sack lunches, and the opening of the restaurant was postponed until next fall.

But crowds of skiers on the Willamette Pass runs can cure a lot of frustrations.

“Overall, we’re pretty pleased with the way things are going,” Wiper says.

Register-Guard  
September 15, 1984  
Page 20B

### **Project may delay ski lodge’s opening**

By Bill Lynch

Of the Register-Guard

Attention will be focused next week on the short- and long-term development of the Willamette Pass ski area.

Crews are working furiously to complete the ski area’s major summer construction project, a \$100,000 sewage treatment plant, before the planned Nov. 22 opening of the skiing season.

Construction of the plant was scheduled to start in July but was delayed for two months because of a design dispute between the ski area’s engineers, Schaudt Stemm & Wild Inc. of Eugene, and the state Department of Environmental Quality, said Tim Wiper, president of the Willamette Pass Ski Corp.

“It’s going to make it very difficult” to have the system operating by opening day, Wiper said.

The opening of the restaurant, lounge and other facilities in the ski area’s massive new day lodge would be delayed if the treatment plant isn’t completed by Nov. 22, Wiper said.

The lodge was expected to be ready for use a year ago, but most work was halted after the developers discovered the restaurant and other facilities would not qualify for a DEQ permit until the sewage system was expanded.

The treatment plant design is for a recirculating sand filter system, similar to those used by small communities with capacity to serve up to 4,800 skiers. After treatment, the effluent will be moved by a pumping system to two drainfield systems that are buried under the main ski run.

The project’s major structure will be a fully enclosed concrete box, 44 feet by 88 feet, with 12-foot high walls. It will be built bunker-style by excavating a hillside location in the ski area’s maintenance section, east of the main run.

Designed with a low profile, the treatment plant will be covered with snow in winter months and won’t be readily visible to skiers, Wiper said.

The bunker will be covered with a flat, concrete deck about the size of a tennis court which is expected to serve as the floor of a future warehouse.

With the sewage plant in operation, the major change this winter from a year ago for skiers at the area 69 miles southeast of Eugene via Highway 58 will be the opening of the lounge and large restaurant in the upper levels of the 40,000-square-foot day lodge. Crews are installing kitchen equipment and have been at work much of the summer on the building’s interior.

With the day lodge in full operation, the ski area’s smaller restaurant building will be converted to an employee center. It will provide a ski patrol area, employee dining room, offices and related facilities.

Changes on the ski hill have been limited to grooming and minor modifications on ski runs. The open slopes have been seeded to grass, a variety of fescue recommended for the Alpine environment, but the stand is not expected to be well rooted until next spring.

Among other changes, Wiper says, Willamette Pass has purchased equipment needed to plow the Highway 58 parking lot. As a result, skiers will no longer need Oregon’s Sno-Park permits when parking at the ski area. The parking lot also has been expanded to provide spaces for 100 more cars.

Meanwhile, in public meetings next week at Oakridge and in the Crescent Lake area, the proposed long-term plans for developing the ski area will be scrutinized. The 7 p.m. to 9 p.m. meetings are set for Tuesday at the Circle Bar Golf Course clubhouse in Oakridge and Wednesday at East Odell Lake Lodge.

The meetings, sponsored by the U.S. Forest Service, are intended to explain the ski area developers’ long-term plans and to receive public comment.

At a similar meeting Thursday in Eugene, it was learned that the expansion plan now favored by Willamette Pass Ski Corp. officials involves adding three chairlifts to serve ski runs proposed for the roadless area on the

north slopes of Eagle Peak, building a summit restaurant and constructing three miles of road to serve the new area. Plans for two other lifts have been dropped.

The ski area is on Willamette National Forest land and developments must be approved by the Forest Service. The public meetings represent the late stages of a Forest Service environmental assessment process. Willamette National Forest Supervisor Mike Kerrick is to decide in October if the issues are critical enough to require an environmental impact statement or if a long-term development plan can be authorized now.

## NORTH-SIDE EXPANSION - A PENDING AVALANCHE OF OBJECTIONS

Register-Guard  
January 12, 1985  
Page 7C

### Campaign begun by ski area

Efforts to get skier support for development of chairlifts and other facilities on the north side of the Willamette Pass ski hill were announced Friday.

The campaign focused on a petition drive and letter-writing effort reflects the support that the Willamette Pass Ski Corp. is receiving from volunteers serving on the Willamette Pass Ski Patrol, from business interests and from skiers in the Eugene-Springfield area, said Bob Castellino, ski area marketing director.

The drive will function under the acronym SNOW (Skiers for the Northside of Willamette) and is designed to give unorganized skiers a voice in the dispute over whether the Willamette Pass ski area should be authorized to expand into the roadless area on the ski hill's north slope.

The Willamette National Forest, in a draft environmental impact statement published in December, endorsed the plan to expand into the roadless area. This drew immediate opposition from the Waldo Wilderness Council and Oregon Natural Resources Council, with both urging that expansion be limited to the ski hills south slope.

Because skiers lack an organized spokesman, the ski area developers have welcomed the support of ski patrol volunteers and Lane County business people and winter recreation enthusiasts, Castellino said.

At a news conference Friday, Castellino introduced three backers who urged that skiers write to the Willamette National Forest and express views on the proposed expansion. The three are:

- \* Doug Clark, representing ULLR Sports Shop. He said expansion of the ski area deserves support and that the Lane County area has experienced a massive increase in the number of skiers since the multimillion-dollar expansion at Willamette Pass started in 1982.

- \* Insurance man Bill VanOrman, a non-skier. He criticized the outdoor groups opposition as obstructionist tactics.

- \* Skier Dean Kortege of Eugene. He said skiers should have access to the dry snow and slopes in winter months and that this would not substantially disrupt nearby roadless areas.

In addition to the appeal letters, Castellino said he will have petition forms at Eugene and Springfield ski shops and at the ski area day lodge for people to express support for the expansion plan.

The deadline for submitting letters and petitions on the draft environmental impact statement to the Willamette National Forest is March 4. The address is P O Box 10607, Eugene, 97440.

Register-Guard  
March 10, 1985  
Page 2E

### **OUTSIDE Nordic Patrol promotes safety**

By Doug Newman  
For the Register-Guard

Several years ago, when I first heard that a Nordic ski patrol was being contemplated, I have to admit I was skeptical.

"Just how is this patrol going to function?" I recall wondering, basing my thoughts on what I knew of the alpine ski patrol, the always-available group of safety-oriented individuals, skilled in first aid, who have long been associated with downhill ski areas.

While both patrols have some things in common, such as an interest in skiing, safety, skier education and first-aid techniques, some significant differences exist, which make comparisons less-than-accurate when evaluating their respective duties, training and objectives.

My initial questions regarding the role of the Nordic patrol centered around my erroneous assumption that it would attempt to duplicate the maximum-control safety situation found at downhill ski areas where ski

patrol members halt speeding skiers, close dangerous runs, dynamite threatening cornices, evacuate the injured and check trails at the end of the day to make sure that all skiers have safely returned to the lodge.

While such control and end-of-the-day sweeps are possible within the confines of a downhill ski area, how could anyone hope to duplicate such a program on the multitude of Nordic routes that area currently available?

The answer is simple: The Nordic patrol does not check ski trails at the end of the day. While well-trained in winter first aid, search, rescue and evacuation techniques, a primary objective of the Nordic unit is to promote safety and courtesy in the sport of cross-country skiing through public education, literature and personal contact.

While Nordic patrol groups can now be encountered near Mount Hood, Mount Bachelor, Santiam Pass and Willamette Pass in the Cascades, perhaps a good example of a typical unit and its work can be found in the Willamette Backcountry Ski Patrol which is nearing the end of its third winter serving Nordic skiers out of the Gold Lake Snopark, just west of Willamette's summit.

Headquarters for the all-volunteer unit is a small, temporary building just south of Oregon Highway 58, adjacent to the snopark. The structure, which is open to the public, serves as a first-aid station, communications center and warming hut, staffed on weekends from 9 a.m. to 5:30 p.m.

Nearby, a partly constructed log cabin is taking shape – the patrol's future home, which will be completed next summer as a permanent base of operations. The site is strategically located between two high-use Nordic areas, routes which head north toward Gold Lake and south to Pengra Pass and the Diamond Peak Wilderness.

More than anything else, the small cabin at the snowpark serves as a clearing house for a wide variety of information. Volunteer patrol members remain near the radio-equipped station on busy weekends, ready to respond to an emergency.

While on stand-by, patrol members assist skiers in the snopark, hand out literature, share current weather reports and safety information, and shovel access routes from the highway to the top of the snowbanks.

Though they do not sweep trails in the fashion of the alpine patrol, Nordic patrol skiers travel popular routes in the area, giving assistance whenever needed. They remain in contact with the base station via portable radio and can be dispatched to other locations.

Nordic patrol members also coordinate with the alpine patrol at Willamette Pass Ski Area and assist in searches or evacuations as part of a mutual aid agreement. While some ski areas have patrols with a Nordic affiliate, the two patrols are autonomous at Willamette.

In addition to ties to Willamette' patrol, other lines of communication connect the patrol to county sheriffs, who have the legal authority to authorize search and rescue operations; a quick-response team in Oakridge that can cover certain situations when the patrol is not on the scene; and mountain rescue organizations, whose expertise may be necessary in steep and rugged terrain.

The Willamette Backcountry Ski Patrol consists of 16 members and became affiliated with the National Ski Patrol System Inc. in 1983. As all-volunteer organization, the Nordic patrol is interested in attracting new members.

"We're always looking for new candidates. They don't have to be outstanding skiers," says John Bowman, a member of the patrol, who points out that many auxiliary jobs exist, from staffing the snowpark hut to working on the log cabin this summer. While advanced first-aid training is required, numerous training sessions by the group throughout the winter perfect the specific skills necessary for patrol duty.

While the Nordic patrol can – and does – haul people out of the woods following outdoor mishaps, its primary objective is to promote safety in the winter woods. As a result, assorted instructional sessions are offered to the public each winter, ranging from ski clinics to map and compass classes.

Anyone interested in the Nordic patrol is welcome to stop at the Gold Lake Snopark First Aid Station for information, or, in Eugene, contact patrol leader Tom Johnson at 726-2063.

**Outdoor activities are listed on Page 10E.**

Register-Guard  
April 27, 1985  
Page 3B

### **Forest Service to act on Willamette Pass plan Decision on ski expansion due Monday**

A decision on whether to allow the Willamette Pass ski area to extend downhill runs onto the roadless north slope of Eagle Peak will be announced on Monday, Willamette National Forest Supervisor Mike Kerrick reports.

Continued U.S. Forest Service support for north slope chairlifts is expected, despite the criticism of the proposed master plan by some outdoor organizations. The Forest Service endorsed plans for three north slope chairlifts and a high-elevation day lodge in December when the draft environmental impact statement was published.

The proposed expansion would extend downhill skiing to 1,100 additional acres of Forest Service land. The ski area now uses 400 acres.

Critics of the plan are opposed to any expansion into the north slope. They contend that chairlifts and ski runs in the roadless area would be visible from Waldo Lake, about five air miles away, and that the development would damage wildlife habitat that is important to elk and several rare animal species.

The opposition was led by spokesmen for the Waldo Wilderness Council and Oregon Natural Resources Council, both of Eugene. Their challenge was detailed in an 18-page statement given to the Forest Service in February.

The outdoor groups supported an expanded ski area, but asked that all developments be confined to the ski hill's south slope.

Most of the 139 letters and statements filed in response to the Forest Service proposal, however, supported plans for north slope chairlifts.

Dreams of north slope skiing at Willamette Pass have existed since development began in the 1940s. Skiers expect improved snow conditions on the steep north slopes, which are protected from the sun. Colder temperatures are expected to provide many extra days of powder skiing each season.

Modernization of the ski area began in 1982, when the Wiper family of Eugene formed the Willamette Pass Ski Corp. That summer the first chairlift was installed. The company added a second chairlift in 1983 and opened the day lodge last December.

With the additions, new attendance records were set each season - 26,687 in 1982-83; 49,972 in 1983-84; and about 70,000 in the just-ended season.

No major additions are planned this summer, reports ski corporation President Tim Wiper. But if north slope development is approved, the company is prepared to add a chairlift in 1986.

Register-Guard  
April 29, 1985  
Page 5C

### **Former owners of ski pass file suit over resignations**

By James Plourde

Of the Register-Guard

The former owners of the Willamette Pass ski area have filed suit in Lane County Circuit Court, alleging that the current owners forced them to sell their interest in the ski area and to resign their positions through a "corporate squeeze-out."

The lawsuit lists Richard and Lois Satagaj as plaintiffs and Charles Wiper Jr., Thomas L. Wiper, Charles Wiper III, Thomas L. Wiper Jr., Wende E. Wiper, Kristen L. Geis and Barbara Al Bridges as defendants.

The suit seeks damages totaling \$1,337,631, plus attorneys fees.

Contacted at his residence Sunday night, Charles Wiper III, president of the Willamette Pass Ski Corp., said he hasn't been served with the lawsuit. After the suit was read to him over the telephone, he termed it a "disturbing, irritating type of thing."

Wiper said he would not comment on the specific allegations, which he said will be referred to the corporation's legal counsel. However he said he expects the corporation's attorneys to have "no problem" defending the suit.

The suit alleges that the defendants made decisions in running the ski operation that were in their own best interest and not in the interest of the corporation. The Satagajs, then members of the corporation's board of directors, were not consulted before major decisions were made, the suit alleges.

"They ran the company as much as we did," Wiper said. "The Satagajs were part of the board of directors. They had full voting authority. . . They were active in it up to the point they resigned."

The Satagajs left Oregon in October 1983 to head development of a new ski area in Pennsylvania in the Pocono Mountains.

The Satagajs purchased Willamette Pass in the summer of 1980. They formed the Willamette Pass Ski Corp. with the Wiper family in the 1981-82 ski season. Financing was provided by Charles Wiper Jr. and Thomas L. Wiper.

In the lawsuit, the Satagajs state they and the defendants formed the corporation with the understanding that the Wipers would provide capital for further development of the ski area and receive half ownership in the ski area.

Operating under that agreement, the Satagajs stopped looking for investment capital to expand the ski area's facilities, the lawsuit states.

When the Willamette Pass Ski Corp. was finally organized, however, the Wipers advised the Satagajs that they would no longer agree to an equal ownership of stock in the corporation between the two parties, and instead demanded ownership of 60 percent of the corporation's stock and effective control of the corporation, the lawsuit alleges.

Because the Satagajs had foregone other opportunities to raise capital, they had "no bargaining power whatsoever," according to the lawsuit.

With legal control of the corporation, the defendants structured it in such a way that they could remove the Satagajs at any time as officers and directors of the corporation, the lawsuit claims.

In the spring of 1983, the Wipers sold stock in the corporation to raise more development capital, reducing the Satagajs' interest in the corporation to approximately 4 percent from 40 percent and raising the Wipers' interest to about 96 percent from 60 percent, according to the lawsuit.

The lawsuit further states that Satagajs' continued employment by the corporation made "intolerable," forcing Richard Satagaj to resign as corporation president.

Register-Guard  
September 18, 1985  
Page D1

### **Development at Willamette Pass slows**

By Bill Lynch  
Of the Register-Guard

After three years of major expansions, development activity at the Willamette Pass ski area slowed this summer, focusing chiefly on interior improvements at the big day lodge and plantings to establish grass on ski runs and slopes that were scarred by chairlift construction.

"We've been pretty much stymied" by the lack of a U.S. Forest Service decision on the ski area's mast plan, said President Tim Wiper of the Willamette Pass Ski Corp.

The corporation's proposal to allow addition of two half-mile chairlifts on the north slope of Eagle Peak, part of a roadless area southeast of Waldo Lake, was appealed by outdoor organizations. The proposal was approved by the Willamette National Forest in April, but the Waldo Wilderness Council and Oregon Natural Resources Council appealed the decision to the Forest Service's regional office in Portland. A hearing on the appeal is scheduled for Thursday, but a ruling is not expected until the end of October.

The owners undertook major construction projects at Willamette Pass during the past three summers. These included building the ski area's first chairlift in 1982, adding a second chairlift in 1983 and preparing a new day lodge for opening in 1984.

The main work this summer was aimed at improving the appearance of the day lodge, Wiper said. Changes have included installation of carpeting in the second floor restaurant, completion of the lodge entrance and installing furnishings in the first floor shops.

The ski runs have been slightly altered, but those changes won't be noticeable when the snow comes, Wiper said. No major changes in existing runs are being made because those decisions hinge upon whether the north slope chairlifts are approved, he said.

The price of Willamette Pass lift tickets

**Turn to WILLAMETTE, Page 2D**

**WILLAMETTE Continued from Page 1D**

will be unchanged at \$13 a day this winter, Wiper said.

Oregon's lowest lift ticket price will be offered by Hoodoo Ski Bowl, at Santiam Pass on Highway 20. The \$10.50 day lift ticket price is unchanged from last year. Among changes on the Hoodoo ski hill was the removal of the unloading ramp for the Red Chair, which provided access to a new downhill trail.

Elsewhere the cost of downhill skiing continues to rise.

Mount Bachelor, southwest of bend and Oregon's busiest ski development, has hiked its daily lift ticket to \$20, up from \$18 last season.

At Mount Hood, the Mount Hood Meadows lift ticket will cost \$19 up \$2; Timberline will charge \$15, up 50 cents, and Mirror Mountain at Government Camp will charge \$16.50, up \$2.50.

Mount Ashland in Southern Oregon will charge \$14, up 50 cents.

The West's highest priced lift ticket is reported at Vail, Colo., where the charge will be \$27 a day, an increase of \$3.

Register-Guard  
November 3, 1985

### Section F – Winter Outings

(For viewing of the section's 11 pages and articles' text, see the microfilm library at the Eugene Public Library or University of Oregon Library. The following listing of articles' titles, on each page provides an indication of the range of topics. The only article retyped is that on Page 7F, below. The only other microfilm copy made for this compilation, is an Oregon map showing locations of thirteen listed ski areas, in Appendix A.)

- Page 1F Title Page and Graphic
- Page 2F Get ready for the snow – New fabrics featured in outdoor wear  
Want to learn to Ski? Here's how  
Winter-survival courses offered  
You, too, can ski for only \$32,000
- Page 3F Anglers undaunted by cold, icy weather  
The quiet world of winter treks
- Page 4F They're hot for cold-weather camping  
Snow – don't forget snow park permit – driving zone full of special rules
- Page 5F Oregon's go-for-broke enthusiasts don't stop for winter (Kayakers)  
How to get snow, road conditions  
Snowshoeing can be alternative to skiing
- Page 6F Snowmobiling can be a fun, family sport [PRO]  
Those noisy contraptions destroy beauty, tranquility [CON]  
Hoodoo's improved
- Page 7F Scouting the slopes: Oregon can boast 13 major ski areas; three afford lots of variety close to home. (See Appendix A for state map and locations. Ski areas listed below.)  
Keeping busy at Willamette (See typed article below, and Appendix A.)  
Nordic opportunity grows (See typed article below, and Appendix A.)
- Page 8F Snow, innertubes mean cheap thrills
- Page 9F Take your camera too
- Page 10F Don't ski? How about lodge cruising  
Handicapped offered classes in sit-skiing  
Here's a good use for old skis, clothes
- Page 11F Ah, the memories . . . the first time on a pair of skis  
Start preparing now to avoid skiing injuries  
Sled dog races at Diamond Lake

Page 7F

#### **Scouting the slopes: Oregon can boast 13 major ski areas; three afford lots of variety close to home.**

(See Appendix A for map. Following list is NW southward then NE southward.)

Cooper Spur	
Timberline	
Mount Hood Meadows	
Mirror Mountain	
Hoodoo Ski Bowl	Spout Springs
Bachelor	Anthony Lakes
Willamette Pass	Dixie Mountain
Mount Bailey	Warner Mountain
Mount Ashland	

(Note that the Tomahawk Ski Area a few miles off of the northwest corner of Klamath Lake had been closed, all facilities and improvements removed, and the area reforested.)

## **Keeping busy at Willamette**

By Bill Lynch

The Register-Guard

In the pre-dawn hours on winter days, two snow tractors will circle the Willamette Pass ski area trails, their front-end blades shaping the snowpack while the giant rototiller at the rear fluffs snow into a loose skiing surface.

This is snow farming, one of the major jobs facing the ski area operator, according to Tim Wiper, president of the Willamette Pass Ski Corp. The operator must understand the snowflake, just as the farmer depends on soil science to make best use of his fields, Wiper explains. Too much trail grooming can spoil the snow.

Wiper says he expected to be a snow farmer when the Willamette Pass Ski Corporation began its expansion in 1982.

“But three years ago I would not have believed how involved we would be with community-like problems,” he said.

The ski area lacks residents, but it has 225 employees and crowds of skiers. They expect the parking lot to be plowed, toilets to flush, electricity for lights and many other services made available by a city.

A mile-long chairlift reaching to the summit of 6,700-foot Eagle Peak was built in the summer of 1982 and that winter skier numbers rose to 26,678, up from the 7,000 to 8,000 drawn to the slopes on previous years.

A second chairlift was added in 1983 and attendance rose to 49,972. Last winter, for the third skiing season in a row, a new record was set as attendance reached 66,982.

Upon entering the parking lot at the edge of Highway 58, the initial view of the ski area is dominated by the massive day lodge. Opened last year, it has 25,000 square feet of floor area and is designed to allow an additional 15,000 square feet.

A ski shop, ticket office and related facilities occupy the lower level. Large windows in the restaurant and lounge, on the second and third levels, respectively, provide views of Eagle Peak’s summit and the broad ski slope that was logged in 1940, when Willamette Pass became the first ski area in the Central Cascade. Part of the area now is reserved as the race area and the remainder is a groomed ski run named By George, after the ski area’s pioneer developer George Korn.

A dozen other downhill runs have been added in the past three years. The groomed trails twist through the timbered slope and are largely unseen by lodge viewers, but offer more than 11 miles of downhill runs.

Included are the gentle beginner’s run, Duck Soup; the two-mile long kaleidoscope, an east-going intermediate trail from the summit; a variety of other intermediate and advanced trails, and the super steep RTS, a summit run that from time to time is closed because of avalanche danger.

This winter will be the first season since 1982 with no new trails being opened. But a significant change will result from the decision to eliminate the Summit lift’s midway station.

Now skiers who get on the summit lift will have to ride all the way to the top. They also must return to the base of the hill for their next chairlift ride.

In the past, once expert skiers got to the top they could avoid the lower slopes by getting on the chairlift at the midway station. Also the less experienced could avoid the steep summit runs by getting off at that point.

Wiper said the change was made to improve safety and reduce skier traffic problems created as skiers got off and on the lift at the mid-point.

Another change, dynamite was used this summer to remove rock outcrops at the top of the summit trails, High Lead and Good Time Charlie. Both created safety problems, chiefly when the rocks were concealed by a thin cover of snow.

Among changes at the day lodge, an upper-level, outdoor deck has been completed on the south side of the building and will be available for use on sunny days. It is served by the lounge and offers a view of Diamond Peak.

## **Nordic opportunity grows**

By Neil Cawood

The Register-Guard

As the number of cross-country skiers increases, so do the opportunities.

At resorts, ski areas and in the forests of the Cascade Mountains, trails are being expanded and shelters are being constructed to accommodate the increasing amount of skiers.

“It seems that the number of nordic (cross-country) skiers are doubling every year,” said Connie Frisch, of the Oakridge Ranger District.

Frisch has been keeping track of the cross country skiers who park their vehicles at two spots, the Gold Lake trail entrance and the Willamette Pass ski area. Her figures indicate that during the winter of 1980-81, 5,500 people initiated cross country trips from either Gold Lake or Willamette. By last winter, that had increased to 28,000.

More cross country skiers have also been appearing each season at Hoodoo, Mt. Bachelor, the Santiam Pass area and the various other nordic centers around the state. Mt. Bachelor has 50 kilometers of groomed trails, Hoodoo has expanded from 3.5 to 5 kilometers and has added a brand new 10-kilometer trail.

The U.S. Forest Service also has responded to what some surveys report is a 20 percent annual growth factor in the sport by mapping and marking trails off the beaten path, those that may not originate in the conventional downhill resorts.

Newly marked trails in the Willamette Pass area include a new loop off the well-known Gold Lake trail that circles into Upper Marilyn and Lower Marilyn Lakes and four new loops off the popular Midnight Lake trail.

One of the more intriguing trails – especially for those who prefer a scenic destination along with general downhill terrain – is the Taits Trail. It begins at the top of the lift at Willamette Pass and tours of 5.5 to 12 kilometers are available, all enjoy a drop in elevation of at least 1,100 feet.

Three loops of trails have been marked on the northeast or back side of Willamette Pass’ Eagle Peak, and there are four ways to connect with trails that bring you right back to the parking lot. The quickest is to simply ski back via one of Willamette’s downhill runs, another is to connect with the Pacific Crest trail below the Rosary Lakes, the third is to hit the Pacific Crest trail above the Rosary Lakes, and the fourth is to ski the opposite direction on the Pacific Crest trail past Gold Lake and back to Highway 58, approximately one mile and a 100-foot elevation climb back to the Willamette Pass parking lot.

Willamette Pass charges \$3 per person for one-way trips on the lift and the area is closed on Mondays and Tuesdays except holidays.

The most visible addition in the Highway 58 area is the completion of a warming hut and first aid station at the Gold Lake Sno-Park. The shelter, which has a shingled roof, windows and stove, will be open on weekends for public use.

In the Santiam Pass area, on Highway 126, three new shelters were constructed in the past year.

On trails that originate at the Ray Benson Sno-Park near Hoodoo, the North Blow-Out shelter offers protection on the North Loop Circle trail and another shelter was built at the junction of Island Lake and Circle Lake trails.

A third shelter has been set up just east of Brandenburg Butte, adjacent to the South Loop trail, but a trail connecting the shelter with South Loop has yet to be marked.

A number of new trails in the Santiam area were established last year, but only one new one this year, a loop that adds four miles to the Hash Brown trail that begins at the Potato Hill Sno-Park, west of Hoodoo.

The popularity of nordic skiing can be ascribed to many things, but certainly the allure of the quiet, picturesque Cascades in winter, the relative short time it takes to learn to navigate on skis, and the relative low cost of equipment are all prime reasons.

Those considering the sport for the first time should take advantage of rentals. Skis, boots and poles can be rented for around \$10 at the various nordic sites in the mountains. At ski shops in the Eugene-Springfield the rental fee is approximately half that, but the equipment must be transported to the skiing site.

Another aspect of cross country skiing that has developed in the last several years is telemarking – a combination of the light, thin cross-country ski and the conventional wider, heavier downhill ski.

The telemark enthusiasts believe their skis – wider, with metal edges, heel fixtures and heavier boots – allow for better turns and still allow for touring.

To pinpoint the exact location of trails, trailheads and shelters, the Willamette National Forest has maps showing marked cross-country trails at both the Santiam and Willamette passes, complete with short accounts of many of the trails, safety tips and other information. Most, but not all of the new additions, are represented on the maps.

The maps may be picked up at the Federal Building at 211 E. 7th or on the way up the mountain, at the Oakridge ranger station on Highway 58, just west of Oakridge, which is open from 8 a.m. to 4 p.m. every day, and at the McKenzie ranger station on Highway 126, in McKenzie Bride, open Monday through Friday from 7:45 a.m. to 4:30 p.m.

All of the designated Sno-Park areas, from where most of the trails originate, are maintained and kept clear of snow by the state of Oregon so a season fee of \$9 and a daily fee of \$2 is charged for each parked vehicle. Sno-Park permits may be purchased at any Department of Motor Vehicle office and at most local ski shops.

Sno-Park permits are not needed at the Willamette Pass and Mt. Bachelor ski areas because they maintain their own parking lots.

Register-Guard  
November 3, 1985  
Page 11F

(Quarter-sized page advertisement, See Appendix A for full contents and rates. The following are partial extractions.)

### **SKI THE PASS**

#### **EXPLORE OUR MOUNTAIN**

BE OUR GUEST . . . We invite you to join us for a day of skiing at Willamette Pass. Whether your pleasure is Alpine or Nordic skiing, we have slopes and trails to facilitate the beginner or challenge the expert. Come experience the convenience and affordable prices at Willamette Pass. Located just 69 miles East of Eugene on Highway 58, we provide a complete winter recreation area.

SKI OUR MOUNTAIN . . . Willamette Pass has a skiing challenge for every member of the family – from beginner to advanced skiers. Newcomers can explore the rolling trails just off the Twilight Triple chair while some of the most challenging skiing in Oregon awaits skiers off our Summit Lift atop Eagle Peak. And to make skiing easy for you, we go a long way to groom our trails every day.

The SUMMIT HOUSE RESTAURANT AND LOUNGE, located in the 25,000 square foot Summit Lodge, serves a complete menu of delicious food and beverage. Try our new sit-down dining area or the convenient cafeteria. Whatever you choose to enjoy your meal, the view of Eagle Peak will be magnificent.

#### **SEASON PASSES / DAILY RATES**

(See Appendix A.)

#### **MAKE YOUR REQUEST, CATCH THE EXPRESS!**

Bus service is available from Eugene to Willamette Pass. For more information call 484-5030.

#### **GREAT SKIING . . . JUST 69 MILES FROM EUGENE**

#### **LEARN TO SKI PROGRAM**

SKI SCHOOL: We are proud to have Jack Meissner returning as our Ski School Director. From beginner to racer the Willamette Pass Ski School offers professional instruction. Special care is taken with both the very young and not-so-young skiers to provide a positive learning experience.

#### **SKI LESSONS**

(See Appendix A for times and rates.)

BEGINNERS SPECIAL: Includes an all day guest pass, 2-hour group lesson and rentals (skis, boots and poles)

**DAY CARE CENTER:** Our newly remodeled Day Care Center will be open weekends and holidays by reservation. Children ages 18 mos. to 8 years can play, interact or rest. For information and reservations call 484-5030.

For current ski conditions call our SNOW Phone: 345-SNOW

Register-Guard  
November 27, 1985  
Page 1C

**Forester endorses ski-area expansion  
Willamette Pass opponents vow appeal**

By Bill Lynch  
The Register-Guard

Plans for major additions to the Willamette Pass ski area, including chairlifts and downhill ski runs on the area's steep north slopes, cleared a key hurdle Tuesday when the project was endorsed by Regional Forester Tom Coston in Portland.

Coston's decision faces an almost certain appeal by several environmental groups, which have opposed development on the north slope of Eagle peak southeast of Eugene.

"We undoubtedly will appeal," said James Monteith, executive director of the Oregon Natural Resources Council in Eugene.

An appeal will require a ruling by U.S. Forest Service Chief Max Peterson in Washington, D.C. His decision could take six months.

Monteith said if an appeal to Peterson is unsuccessful, the environmental groups will test the Forest Service's decision in court by filing a lawsuit to block the development.

Coston accepted details of the ski area master plan, which was approved in Eugene last April by Mike Kerrick, supervisor of the Willamette National Forest. Coston made his decision conditional on Peterson's concurrence with plans to relocate about three miles of the Pacific Crest Trail.

The ski area, 69 miles southeast of Eugene at the edge of Highway 58, is being developed by the Eugene-based Willamette Pass Ski Corp. The ski area has two existing chairlifts on the south slope of Eagle Peak, including a mile-long lift that reaches to the summit of the 6,670-foot mountain.

The expansion plan allows for the addition of two chairlifts on the north slope, one from the summit of Eagle Peak and the other reaching the summit of 6,400-foot West Peak nearby. Also in the expansion plan is a provision for a third south-slope lift, which would carry skiers to West Peak's summit.

Kerrick limited initial development to the chairlift on the north slope of Eagle Peak. Construction of other new lifts would be postponed until skier traffic assured their financial success. Coston agreed with the limitations imposed by Kerrick.

The ski area master plan is designed to guide development over the next decade. Also

**Turn to SKI, Page 3C**

**SKI Continued from Page 1C**

included are provisions for a summit lodge, to be built at the 6,400-ft. elevation on a ridge that connects Eagle Peak, and summit-unloading areas for the proposed West Peak and new south-slope chairlifts.

The master plan adds 700 acres of roadless land to the existing 400-acre ski area. The additions would increase the daily capacity to 4,500 skiers, compared to the ski area's current rated capacity of 2,177.

The Waldo Wilderness Council has led opposition to the ski area's plan for north-slope development. It claims expansion will destroy important wildlife habitat, and that chairlift construction and logging necessary to open ski runs will create scars visible from Waldo Lake and the nearby roadless area.

Council representatives have objected to the proposed West Peak development and have opposed plans for a dirt service road that would allow ski-area vehicles to reach the base of the north-slope lifts during summer months. They contend West Peak scars would be visible from Waldo Lake Road and that diesel oil spills could pollute Gold Lake, which is about one mile from the service road.

The wilderness council position has been supported by the Oregon Natural Resources Council, the national Sierra Club and other outdoor groups.

Monteith said the opponents are convinced that no decision on the ski-area expansion should be made now but the Forest Service should consider the ski area's future as part of the new Willamette National Forest land-management plan, a document now in the final stages of preparation.

Forest Service officials said waiting until the land-management plan is approved would delay the development by 30 months.

Willamette Pass Ski Corp. has invested more than \$2 million in the resort since 1982, including construction of the first chairlift in 1982. Attendance increased steadily with the addition of a second lift and the massive day lodge at the base of the hill last year. The 1984-85 season's attendance of 66,982 was a record.

Additional development allowed under the master plan would require a capital outlay of \$5.3 million, according to Forest Service estimates.

The Pacific Crest Trail relocation became as (sic) issue because the existing trail would take hikers under the proposed chairlift on the north slope of Eagle Peak. The plan calls for relocating three miles of trail about a half-mile to the east, on the west slope of Maiden Peak, to allow hikers to avoid the ski runs.

Relocation of the trail was endorsed by the Pacific Crest Trail Advisory Committee this fall, said Mike Morris, appeals coordinator for the Willamette National Forest.

In a related matter, the Waldo Wilderness Council on Tuesday charged that the ski-area developers violated their special-use permit by logging south-slope trees without a timber contract. The council asked the Forest Service for records of all related timber sales.

The charges were dismissed by Dick Grace, Willamette forest recreation officer, as a misunderstanding of Forest Service regulations. He said about 50 trees have been felled with approval of Forest Service officials. Some were removed as "danger trees" and others were cut as allowed under the ski area's special-use permit to improve runs, he said.

Grace said the downed trees are Forest Service property, some of the logs remain on the ski hill and others are stored near Highway 58. The Forest Service plans to offer them for sale in the near future, he said.

Register-Guard  
December 8, 1985  
Page 14A Editorial

### **Ski area entitled to grow**

Northwest Regional Forester Tom Coston has approved a master plan for expansion of the Willamette Pass ski area that was originally approved last April by Mike Kerrick, supervisor of the Willamette National Forest. Unfortunately, this won't settle the matter.

Several environmental groups are determined to keep skiers off the north slopes of Eagle Peak and adjoining West Peak. They have promised to appeal Coston's decision to Max Peterson, chief of the U.S. Forest Service in Washington D.C. And the Oregon Natural Resources Council says that if administrative appeals fail, it will try to block the proposed development in court.

So it could still be a long time before those who dream of north-slope skiing at Willamette Pass can do more than dream.

That's too bad, because the approved plan is balanced and reasonable. It would not spoil a wilderness. It would add 700 acres to a 400-acre site already committed to winter sports, doing so in ways that would cause minimal disturbance of the surrounding territory.

The Willamette Pass Ski Corp., which took over the ski area's lease in 1982, has already built two south-side chairlifts and a modern day lodge. As a result, business has boomed. Attendance has grown from a previous norm of 8,000 skiers a season to 26,000 in the winter of 1982-83 and nearly 70,000 last winter.

In 1983, the new operators proposed a long-range expansion that would include three lifts on the north slopes of Eagle and West Peaks, taking advantage of the deeper, colder snow there and providing runs

appealing to more advanced skiers. The envisioned development would accommodate 4,500 skiers a day compared with 1,800 now.

The Forest Service examined half a dozen alternatives, ranging from no further development to a plan that would accommodate 6,000 skiers a day. After thorough study, the agency came down in favor of a design featuring two north-slope lifts and one more lift on the south side, providing facilities for 4,000 skiers per day. Included in the plan is a new summit lodge on the ridge between the two peaks.

Eagle Peak's north lift would be built first, with the other features added one at a time as additional skier traffic indicated economic viability. The whole project would come into being over about 10 years and cost an estimated \$5.3 million.

Opponents of the plan seem to dislike the idea of letting any form of development come over the tops of the mountains into the Waldo Lake basin. Waldo Lake is five miles north of the ski site.

Many wilderness advocates had hoped that the officially designated Waldo wilderness would stretch to the summits of Eagle and West peaks. That clearly is not going to happen now. But those who still consider north-slope ski runs undesirable raise a variety of objections to the approved plan – that spills of diesel oil from chairlift engines could pollute nearby Gold Lake Bog Research Natural Area, that habitat loss could endanger the already rare wolverine, and that the Pacific Crest Trail would have to be moved.

The plans do, in fact, call for the relocation of three miles of the Pacific Crest Trail. The regional forester made his own approval of the master plan contingent upon approval of that relocation by the chief of the Forest Service. But the proposal has already received unanimous endorsement of the Pacific Crest National Scenic Trail Advisory Committee. And in Supervisor Kerrick's view, the relocation will improve both the scenic quality and "skiability" of the trail, and would be desirable even if the ski area were not being changed.

The plan requires the ski lifts to be top-driven, with fuel stored at the top of the mountain to minimize the risk of harm from fuel spills.

As to the wolverine, Kerrick noted in a letter to this newspaper earlier this year:

"The wolverine is a secretive animal that frequents undeveloped environments. We did our best to examine wolverine habits and habitats, but frankly, not much is known about it. However, we do know enough to believe that the proposed expansion will pose no threat of extinction to the wolverine from the central Cascades.

"Hundreds of thousands of acres of usable wolverine habitat are nearby to the north and west in protected wilderness and undeveloped lands. The ski area's 700 acres of relatively low impact development will have little effect on this animal."

Only 70 miles from Eugene-Springfield metropolitan area, the Willamette Pass ski area has become an important winter resource. Its expansion in the moderate and controlled fashion proposed would yield substantial recreational and economic benefits without unfairly infringing upon those who sincerely prefer a pristine environment.

Register-Guard  
December 17, 1985  
Page 17A

### **Environmental, economic risks too great Ski area's capacity shouldn't double**

By Andy Kerr

Conservationists do not oppose expansion of the Willamette Pass ski area. In fact, the opposite is true – the Oregon Natural Resources Council and other organizations fully endorse expanding the capacity of the area 79 percent.

But we cannot, in good conscience, support Forest Service and Willamette Pass, Inc. plans for a 116 percent increase.

ONRC, the Eugene Chapter of the Izaak Walton League of America, the Emerald Chapter of the Native Plant Society of Oregon, the Waldo Wilderness Council, the U of O Survival center, Earth First! and the Sierra

Club have joined together and filed an administrative appeal of Willamette National Forest Supervisor Michael Kerrick's approval of the ski area expansion.

The appellants lost the first level of the administrative appeal of the Willamette National Forest supervisor's decision, but are hopeful of a reversal of the local decision by the chief of the Forest Service.

It is unfortunate that there is such a flap over 35 percent, but this controversy is not just a matter of environmental versus economic concerns; rather it is a case of economic *and* environmental concerns.

First, consider the economics. If the area were to expand to handle nearly four-fifths again the number of skiers, as ONRC and others propose, this carries substantial economic risk. Yet this is far less risky than the developers plans, which would more than double skier capacity.

Obviously, conservationists aren't apprehensive of the developer's financial risks. After all, this is free enterprise. But it is not enough that Willamette Pass, Inc. says the capital is available to finance the expansion and that the risk is theirs alone. When such risks involve public land, it then becomes everyone's concern.

As the public's trustee in such matters, the Forest Service must provide reasonable assurance that private economic activity on public lands, for public benefit, will succeed. In this situation, it can make no such assurance.

When preparing the draft Environmental Impact Statement (EIS) for the proposal, the agency used two different

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economic models to determine the break-even point. Under either method, the least risk involved no expansion at all. More risky was the 79 percent expansion. Having the most risk was the developer's expansion plan.

Conservationists pointed out that under the agency's economic analysis, none of the proposals would break even. Rather than addressing this concern, the Forest Service chose to simply erase such analysis from the final EIS.

Additionally, the Forest Service chose to rely on estimated skier data rather than on actual skier numbers, which has proved to be extremely inaccurate.

Last winter, Willamette Pass enjoyed a record season, attracting some 70,000 skiers. Outstanding snow conditions, a new lodge, an aggressive marketing campaign and extensive publicity were all contributing factors. Yet the Forest Service's model of estimating skiers predicted that the actual number of skiers would fall between 74,900 and 152,600 – as many as twice the record number who actually skied.

Almost no one would argue that downhill skiing is certainly a valid use of the national forests. Still, it must be remembered that when land is committed to such use, it is committed from other uses such as undeveloped recreation and wildlife habitat. Impacts from such overzealous commitment would include:

- \* the harassment of and the habitat loss to Roosevelt elk. The ski area would expand into prime summer range and migration routes for both deer and elk;
- \* the threat of diesel spills into Skyline Creek and Gold Lake. The Gold Lake Bog Research Natural Area would be threatened by such expansion, as would the fishing at Gold Lake; and
- \* habitat loss for wildlife species such as cougar, bear, marten, fisher, bald eagle, and other wilderness-dependent species, particularly for the wolverine, a state-threatened species. A rapidly diminishing predator which has already been extirpated from the Coast Range, wolverines are very scarce in Oregon and are now found almost exclusively between McKenzie and Willamette passes.

During the past 19 years, only 60 wolverine sightings have been reported. These sightings are most frequent in the vicinity of the proposed expansion area.

There have been wolverine sightings near Mount Hood, but none since the late 1960s and early '70s. The most significant change that could account for the lack of recent sightings near Mount Hood is the increased recreational use, mostly from downhill ski areas;

- \* the unnecessary destruction of de facto wild lands in the proposed Maiden Peak Wilderness; and
- \* the relocation of the Pacific Crest Trail. This designated National Scenic Trail is protected by federal law and is not to be moved for the convenience of ski area developers. While a new trail location may be better, it should be viewed independently of the ski area expansion. (This point was reluctantly agreed to by the recreational forester in Portland.)

A review of Forest Service data shows that neither critical natural values nor economic impacts would be so drastically risked by the more moderate expansion supported by ONRC and others. This plan calls for new ski runs and lifts to be constructed within the existing 400-acre facility, which would increase skier capacity 79 percent. Still, the Forest Service has decided to approve a plan which required expanding the area to 1,100 acres in order to more than double the skier capacity. That is not in balance, and such a plan cannot be supported.

Conservationists sincerely wish the Willamette Pass ski area the best of success. We believe that a 79 percent increase in skier capacity can ensure that success, as well as a continued chance for the survival of the wolverine and the protection of other critical natural resource values.

Register-Guard  
January 23, 1986  
Page 1

### **Forest chief bans work on ski area**

By Dan Bryant  
The Register-Guard

Conservation groups opposing expansion of the Willamette Pass ski area said Wednesday that U.S. Forest Service chief Max Peterson has banned work on the project until he can rule on the groups' appeal challenging an environmental impact statement for the development.

Peterson's action was confirmed by Michael Kerrick, supervisor of the Willamette National Forest, in which the ski area is located. He said no work is going on at the site during the winter.

Plans for major additions to the Willamette Pass ski area, including chairlifts and downhill ski trails on the area's steep north slopes, were approved by Kerrick and then by Regional Forester Tom Coston in Portland.

The decision to approve the project was appealed to the Forest Service chief by the Waldo Wilderness Council, the Oregon Natural Resources Council, the Eugene Chapter of the Izaak Walton League, the National Sierra Club, Earth First!, and several other conservation groups.

The ski area, 69 miles southeast of Eugene off Highway 58, is being developed by Willamette Pass Ski Corp., of Eugene. The ski area has two chairlifts, and the expansion plan calls for three more.

Tim Wiper, president of the development company, was not available for comment Wednesday. A person who answered the phone at the company's office said no one else was there who could comment on Peterson's ban.

Waldo Wilderness Council spokesman Doug Norlen of Eugene said the appeal reflects the conservationists' concerns about the economic and ecological effects of the proposed expansion.

Norlen said the appeal contends that excessive expansion would result in severe damage to the area, which includes sensitive habitat for Roosevelt elk, wolverine, cougar, martin and rare plant species in the gold Lake Bog Research Natural Area.

He said environmentalists also contend that the proposed expansion isn't justified by public demand. "Even during their best year, Willamette Pass fell thousands of skier visits short of their break-even point and short of figures the Forest Service used to justify expansion," Norlen said.

Kerrick, who gave his approval to the project last April, said he believes that the environmental impact statement properly reviewed the concerns and found the expansion would not adversely affect the area.

"These concerns they raised are the

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**SKI Continued from Page One**

same concerns that were addressed during the review process,” he said. “I felt we dealt with them adequately in the environmental impact statement.”

The conservation groups appealed Kerrick’s decision to the regional forester. Coston upheld Kerrick’s decision in November. The opponents then appealed the regional decision to the chief of the forest service.

Kerrick said the stay issued by Peterson is similar to a stay that Coston ordered while he was reviewing Kerrick’s decision. Planning can continue during Peterson’s review, but no work can be carried out on the ground, he said.

A chief’s decision is expected by April, Kerrick said.

If Peterson denies the appeal, the project will be free to move ahead, although opponents would have the option of seeking to block the expansion through court action, Kerrick said.

(Photo captioned: Michael Kerrick Stands behind impact statement.)

Register-Guard  
February 2, 1986  
Page E1

### **Shelter from the snow Volunteers complete a warming hut for skiers**

By Doug Newman  
For the Register-Guard

#### **WHOOOSH . . . WHUMP!**

A large innertube hurtled off a snowbank, shedding its teen-age rider, who dropped 10 feet to an asphalt parking lot directly in the path of two members of the Willamette Backcountry Ski Patrol.

The boy received first aid for a broken elbow during what turned out to be a busy day for these and other patrol members who responded to a number of accidents and dispersed information about the weather and cross-country ski routes in the Willamette Pass area.

At the time of these incidents a year ago, the patrol was operating from a temporary shelter at the Gold Lake Snopark, a half mile west of the Willamette Pass on Highway 58.

Since then, volunteers have completed a permanent shelter, which will serve as a first aid station and warming hut for recreationists.

The 200- by 30-foot log building will be dedicated during a ceremony next Saturday, starting at 11:20 a.m. Mike Kerrick, Willamette National Forest supervisor and Robert Barnstad, Oakridge District ranger, will officiate.

“This building is the cumulative results (sic) of many concerned citizens becoming involved in a unique partnership with the U.S. Forest Service through its volunteer program,” Kerrick says. “It will serve as a classic example of volunteerism to both present and future generations of Nordic skiers and other recreationists.”

The Nordic ski patrol was the primary originator of the idea to have a shelter associated with the Gold Lake Snopark, says David Murdough, a Nordic ski patrol member and Forest Service representative for the Oakridge Ranger District.

As the popularity of Nordic skiing increased during the past decade, ski routes to Gold Lake and Pengra Pass have become heavily used by novice and beginning cross-country skiers.

As a result, the Gold Lake Snopark was created to eliminate parking problems at the Gold Lake Road’s junction with Highway 58.

Problems developed as skier use increased.

“A safety concern from the Forest

#### **Turn to SHELTER, Page 2E**

#### **SHELTER Continued from Page 1E**

Service and local search and rescue people (was voiced), which resulted in the formation of the Willamette Backcountry Ski Patrol during the winter of 1982-83,” Murdough says.

Prior to the Nordic patrol's existence, Nordic skiers with problems often called on the Alpine Ski Patrol at the Willamette Pass Ski Area for assistance. While the patrol was willing to help when possible, its first responsibility is to the ski area; missions outside its boundaries stretched coverage too thin. Today, both volunteer patrols function independently but have mutual aid agreements.

Once the Nordic patrol was established and the cabin project was initiated, patrol members set up temporary headquarters at the Gold Lake Snopark, first in a large tent, then in a small shed they built in 1983.

An estimated 75 people volunteered 4,000 hours in helping construct the log building during the past three years.

Following the ribbon-cutting, Barstad will present an award to the volunteers. A pot-luck chili feed for Nordic skiers and well-wishers will follow.

Smokey Bear is scheduled to emerge from hibernation along enough to lead a tour of the newly developed Westview Loops Ski Trail not far from the shelter.

Beyond serving as a working hut and first aid station, the new facility will be used to distribute safety information to neophyte skiers, Willamette Backcountry Ski Patrol members say. Information about trails, weather forecasts and hazardous snow conditions will be available.

Murdough says the patrol will respond to backcountry emergencies anywhere in the Willamette Pass area, which has more than 90 miles of Nordic ski routes.

"We have a voluntary sign-in box for recreation management at the snopark which skiers are encouraged to use," Murdough says. While the Nordic patrol does not check tails at the end of the day like it's Alpine counterpart, Murdough says the information left in the register would be helpful in the event a party is reported missing.

The new shelter will be open during daylight hours Saturdays and Sundays for public use throughout the ski season, patrol members say.

"I'd like to emphasize that this cabin is for public use," Murdough says. "Two-thirds of the building is open to the public as a warming shelter and the other third will be used by the Nordic patrol."

Register-Guard  
February 13, 1986  
Page 1C

### **Don Bushoff**

#### **Wilds debate gets a twist**

**IT'S AN INTERESTING** case of apparent role reversal: Here's a pro-wilderness group arguing to keep signs, of all things, in wilderness areas. And here's the U.S. Forest Service trying to take them out.

The debate – over whether wilderness ski trails should be marked by bright blue diamond-shaped markers hung in the trees – is an almost-esoteric one that might ordinarily be of interest primarily to cross-country skiers and Smokey Bear.

But it represents a microcosm of the continuing controversy over what wilderness is or should be. And the sides taken by the combatants give it an added twist.

In this corner of the glade are officials of the Willamette and Deschutes national forests. They're sometimes seen as foes of wilderness areas, where the Forest Service's most noticeable activity – logging – is forbidden.

On the stump over there on the other side of the clearing is the Eugene-based Oregon Natural Resources Council. It's usually perceived a protector of pristine wilderness.

Their debate is over two popular trails near Odell Lake, just beyond Willamette Pass. One is a Willamette National Forest trail to Midnight Lake from the Gold Lake Snow Park. The other is a Deschutes trail to Fawn Lake from Odell Lake Lodge. Both were added to the Diamond Peak Wilderness in 1984.

The Forest Service argues that the federal Wilderness Act requires that their pre-wilderness blue diamond markers must go. The act describes wilderness as places where "the imprint of man's work (is) substantially unnoticeable," and where there are "opportunities for solitude."

**THERE'S NO QUESTION** that a string of bright blue plastic markers through the trees is substantially noticeable. They were put there in pre-wilderness days *because* they're noticeable – so skiers could follow otherwise untrackable trails beneath the snow.

But the natural resources council says the blue diamonds should remain because they are both legal and necessary to carry out a key intent of the wilderness act: to make wilderness accessible to people for recreation.

Last month, council Vice President Wendell Wood fired off a protest letter to Mike Kerrick, supervisor of the Willamette National Forest. "The maintenance of existing trail markers (is) necessary to insure public safety in the continued pursuit of this recreational experience," he wrote.

Does that mean, I asked Wood, that folks at the natural resources council have turned into wilderness wimps, demanding creature comforts in the backcountry?

"First of all, we're not talking about creature comforts," he replied. "Secondly, I think there's been attempt by some folks to paint us as wild advocates of extreme positions, which we are not."

**AS WOOD SEES IT**, "One purpose of wilderness is to enable people to be able to go and have the wilderness experience." And they can't have the experience, he said, if they can't find their way in."

Ah, but they can find their way in – if they'll train themselves to use map and compass – counters Ron Rothschadl, assistant recreation staff officer for the Willamette forest. Skiers not willing to make that extra effort still have dozens of diamond-marked, non-wilderness trails to use, he said.

"The trail into Midnight Lake is a heavily used trail," Rothschadl said. "But we chose as a group here in Oregon to make that country a wilderness area. And in a wilderness area, we must provide solitude in a primitive form of recreational experience.

"The traditional use there makes it almost impossible to ensure any degree of solitude. So, one of our objectives is to decrease the use there. It's not solely an issue of getting ugly diamond markers out of the wilderness."

Of course, the reverse of that argument is that *summertime* use won't be decreased because people can find their way to the lakes along the bare trails without markers. Jim Venner, owner of Odell Lake Lodge, contends that the markers should stay for that reason – to give the same chance for wilderness experience in winter as in summer.

And, he added, "That (Fawn Lake) trail has had so much use in the past, I'm afraid that people will continue to use it (in winter) without some kind of visible markers, and we'll have more search and rescue operations"

Lee Lashway of Eugene, patrol director of the Willamette Backcountry Ski Patrol, acknowledged that might be the case, but he said the patrol has no official position on the matter.

In sum, it's a debate with good points on both sides – but without a clear-cut winner.

"One of the dilemmas – and it's a real dilemma for us as well as the wilderness user – is the interpretation of the wilderness act," Kerrick said. "How folks interpret that has to do with your wilderness purism. The debate on that has raged for 22 years now, ever since passage of the act."

But who'd have expected to see the Forest Service emerge as the pure purist in that debate?

Register-Guard  
February 21, 1986  
Page B1B

**One-time ski racer and his family have big plans for . . .**

## **THE PASS**

By Harry Esteve  
The Register-Guard

The million-dollar ski lodge at the crest of Willamette Pass – built to attract skiers who want to spend less time on the road and more times on the slopes – is working.

When the lodge – an eye-catching three-story wood and glass chalet – opened during the 1983-84 ski season, the number of skiers at the Willamette Pass ski area shot up to 49,972 from 26,678. Last year, attendance set an all-time record of 66,982.

Pass officials had hoped to attract 80,000 skiers this year, but poor snow conditions have kept attendance low. They expect a final figure of about 40,000, which is about 30,000 fewer than what is considered break-even for the area.

Nevertheless, the new lodge and the addition of two chairlifts – including the mile-long ride to the summit of Eagle Peak – have catapulted the once-humble Willamette Pass into the area of the state’s respectable ski areas. In three years, “The Pass”

(Photo captioned: The three-story Willamette Pass ski lodge faces Highway 58)

has been transformed from a one-run roadside attraction to a 400-acre operation that employs as many as 120 workers on a given weekend.

The improvements have kept alive a dream that has passed from developer to developer since the early 1940s, that of a first-class ski resort within easy commuting distance of the Eugene-Springfield area.

The vision is now in the eyes of Tim Wiper, a 28-year old ski-racer-turned-executive who is president of the Willamette Pass Ski Corp., the Eugene-based company that owns the ski area facilities.

Inside the corporation’s comfortable new headquarters at 19th avenue and Willamette Street, Wiper and a five-person office staff work to keep the current operation afloat as they map out the ski area’s future.

In the works are plans for three more chairlifts that will open up Eagle Peak’s north-facing slopes and the West Peak summit. Those areas will offer skiers higher-quality snow and more varied conditions. Also on the drawing board is a second lodge that would be constructed at the summit.

The plans face stiff opposition from environmentalists who believe the expansion would intrude on the wilderness quality of the nearby Waldo Lake area and of the Eagle Peak area itself.

Conservation groups, including the Oregon Natural Resources Council, the Waldo Wilderness Council and the Sierra Club, have fought the expansion plans every step of the way, appealing each decision that would allow the ski corporation to proceed.

The project cleared major hurdles when it was endorsed by Willamette National Forest Supervisor Mike Kerrick last April and again by Regional Forester Tom Coston in Portland last November.

But the expansion was halted last month when U.S. Forest Service Chief Max Peterson banned work on the project until he can rule on the conservation groups’ appeal challenging the ski corporations environmental impact statement for the development.

(Large photo of Tim Wiper riding in a two-seat chairlift, talking on a radio, caption: Tim Wiper, president of the Willamette Pass Ski Corp., conducts business from a corporate ski lift)

(Small photo through lounge window looking up By George, caption: The full-service day lodge includes an interior lounge and a cafeteria)

The set backs have been frustrating. Wiper says, but he continues to believe that the growth of the ski area is part of the natural evolution of Willamette Pass and that it is something the public wants.

“That area for 44 years has been a recreational outlet for this part of the state,” he says.

A graduate of the University of Colorado’s business school and a former member of the university’s championship ski-racing team, Wiper says he was turned off by some of Colorado’s big-money ski resorts that catered to the condo set and ignored the common outdoor recreationist.

That’s not what he has in mind for the woodsy, wilderness-engulfed peak that has attracted skiers since the first fir trees were logged off its southern slope in 1940.

“I don’t want to see Willamette Pass paved over,” Wiper says.

He stops short of comparing his ideas for an expanded ski

## **Turn to THE PASS, Page 2B**

### **PASS Continued from Page 1B**

area to Mount Bachelor, Willamette Pass’ bigger, richer cousin to the east. He says he simply wants a mountain that will offer all the amenities of a good day’s skiing.

“Every ski area is unique,” Wiper says. “I would hope that we provide an outlet close to Eugene that is just a real pleasurable experience. It’s not like were (sic) trying to chase after something that Mount Bachelor has.”

The Willamette Pass ski area became Wiper property in 1983, a year after Tim’s parents, June and Chuck Wiper, teamed up with the ski area’s previous owners, Rich and Lois Satagaj (pronounced Sat-a-jay).

The Satagajs had purchased Willamette Pass, then a one-run ski area with no chairlift, in the summer of 1980. After a disastrous first season, when only 700 skiers used the facility, the Satagajs formed the Willamette Pass Ski Corp. with the Wipers.

The Wipers, who were avid skiers, also had money to invest from a successful property-management business and from their ownership of Rest-Haven Memorial Park.

Tim Wiper, who had entered the family’s business after getting his marketing degree in 1980, played a lead role in the formation of the partnership.

He had moved back to Eugene and, at the request of his father, had become involved in managing Rest-Haven Memorial Park.

“My father said, ‘Give me a year, and if you like what you’re doing you can stay. If you don’t, go and do your own thing,’” Wiper says. “There was no question in my mind. I owed it to him.”

In the meantime, Wiper continued to pursue his passion for skiing, coaching the Churchill High School ski team, and “making the trek over to Mount Bachelor every weekend.”

But the six-hour round trip left too little time for skiing, so Wiper started getting to know the Satagajs and bringing his ski team to Willamette Pass.

“Through months and months of talking it became apparent that they wanted to do something with the mountain,” Wiper says. “They asked if we’d be interested. We’re lovers of skiing, so we made the decision to go with it.”

Two chairlifts, financed with Wiper money, and a snowy 1982-83 winter helped bring more than 20,000 skiers to the pass. Convinced that the ski area could prosper, they began to lay the groundwork for expansion.

The most visible act of the new corporation as to replace the 400-square foot Summit House restaurant with a 40,000-square foot, full-service, day lodge. The lodge, which offers ski rentals and sales, a cafeteria and a lounge, stood as a token of the fledgling corporations’ promise to bring serious skiing to this neck of the woods.

The original alliance ended on a sour note in 1983, however, when the Satagajs left Oregon to head a new ski area in Pennsylvania, saying they effectively had been forced out of the partnership.

The Satagajs filed a \$1.3-million lawsuit against the Wiper family in 1985, alleging that the Wipers forced them to sell their interest in the ski area and to resign their positions through a “corporate squeeze-out.”

Tim Wiper, who replaced Rich Satagaj as general manager, says the suit took him by surprise.

“We feel everything was on the up and up,” he says. He says the Satagajs “wanted more for their stock than it was worth.”

The allegations in the lawsuit are “something the courts will have to figure out,” he says.

Now that the Wipers are going it alone, Time is calling most of the shots. His goal is to siphon off some of the stream of skiers who routinely snub the western Cascades for the slopes of Mount Bachelor in Central Oregon. Gradually, he hopes Willamette Pass will grow into a resort with the capacity to handle 125,000 to 150,000 skiers a year.

Naturally, that means going after some of those eastbound cars and buses.

Part of the marketing strategy is to stress Willamette Pass’ proximity to Eugene and Springfield – it’s strongest selling point. The 69-mile drive can be completed in an hour and a half. It takes three hours to get to Mount Bachelor.

Dick Bonebrake, the company’s marketing coordinator, is quick to point out that Willamette Pass cannot compete with Mount Bachelor’s abundance of trails, chairlifts and dry, high-elevation powder. Bachelor and ski areas on Mount Hood also can draw skiers from a much larger population base.

Even without the planned improvements, he says the 6,666-foot Eagle Peak offers a wide mix of runs, from the easy lower slopes to the tougher upper runs, including what many consider the steepest ski run in the state.

To further entice skiers away from Bachelor, lift tickets at The Pass are \$13 a day for adults, the same as last year, compared with Bachelor's \$20 price tag.

Wiper says he is talking with the Oakridge Chamber of Commerce and with the owners of three resorts in the area in hopes of crating more of a destination-point atmosphere, which would allow Willamette Pass to draw more people from Salem, Corvallis, Medford, Albany and other parts of the Willamette Valley. Currently, about 80 percent of the ski area's visitors come from Eugene and Springfield.

"At bigger ski resorts, you've got housing, restaurants, and you pay one price," he says. "I wish we could offer some of the same type of thing."

Register-Guard

March 7, 1986

Page 10A LETTERS IN THE EDITOR'S MAILBAG

### **Expand ski area? No**

During recent winters I have skied a lot on the back side of Eagle Peak and Tait's Trail. The snow conditions are the same as on the southerly oriented slopes of the Willamette Ski Area: mostly wet and heavy. The Willamette Ski Corp. and the U.S. Forest Service want to expand the downhill ski area onto the north slope because they claim better snow conditions. The snow there may last a little bit longer, but it certainly is not the dry powder snow that skiers relish.

Expansion of the ski area will mean extensive logging, road building, heavy construction and pollution of a beautiful and still pristine portion of the Waldo Lake Basin. Can you imagine for how many miles one can hear the roar of a diesel engine on a mountaintop? One can now faintly but distinctly hear the diesel locomotive grinding up the Salt Creek gorge when one visits Waldo Lake.

Can you imagine what a spill of diesel oil will do to creeks, the bog and Gold Lake just below the proposed ski runs? If you can't, try a drink of water at Odell Lake Lodge. The clear mountain water there has a nauseating smell and taste of kerosene or diesel oil. The cause is unclear so far.

What do you think will happen if in the not-so-distant future scientists' predictions come true and the greenhouse effect will bring a global warming trend? Just 1 or 2 degrees warming may be enough to prevent any snow from remaining at the pass. We will then have rusting lift towers, steel cables and skiers' trash littering denuded and eroded slopes; another witness of shortsighted destruction of the last remains of a beautiful mountain wilderness.

HANS U. TSCHERSICH

888 Crest Drive

Eugene

(See a rebuttal letter written by Lee Lashway, Register-Guard, March 22, 1986, Page 20A.)

Register-Guard

March 11, 1986

Page C1

### **Group challenges legality of timber cut**

By Dan Wyant

The Register-Guard

An environmental organization that has been fighting expansion of the Willamette Pass ski area charged Monday that the corporation running the ski area illegally cut more than 50,000 board feet of timber without a timber-sale contract from the U.S. Forest Service.

Tim Wiper, Eugene, president of Willamette Pass Ski Corp., confirmed that the timber was cut, but he said the corporation's special use permit for the site on U.S. Forest Service land gives the corporation the right to remove trees that pose a hazard or trees that interfere with ski operations.

Doug Norlen, spokesman for the Waldo Wilderness Council, said his organization learned details of the timber cutting and of other alleged permit violations through documents released by the Willamette National Forest after his group filed a Freedom of Information Act request.

The timber was cut last summer. At one point, Robert Barstad, ranger for the Oakridge Ranger district, threatened to suspend the corporation's special use permit if it failed to sign a timber-sale contract and pay for timber that had already been cut.

The threat was made in a letter dated Oct. 21. On Oct. 24, Wiper responded with a letter to Michael Kerrick, supervisor of the Willamette National Forest in Eugene, stating, "We don't respond to threats. If we are in violation of any of your guidelines, then please inform us in writing as soon as possible so we may correct our deficiencies."

"To date, the Forest Service has failed to enforce the threatened actions," Norlen said. "Willamette Pass Ski Corp. has not paid for any timber, performance bond or accrued interest. Fifty thousand feet of the public's timber lies rotting on the grounds of Willamette Pass."

Kerrick said the contract issue "broke down in an argument over the price of the timber" and the Forest Service subsequently agreed to put the cut logs up for auction. No bids were received, probably because of the shortness of time allowed for bidders, he said.

"The logs aren't rotting, they are covered with snow," Kerrick said. "Our interest is to sell the timber as soon as it is available in the spring. The timber is still there and the public will get proper value for it."

Norlen said other alleged violations discovered through documents released under the Freedom of Information act include:

- \* Alleged failure of the ski corporation to plant ground cover on ski runs as required by its special permit. Before the start of the current ski season, Barstad complained in one letter that, "The WPSC is clearly out of compliance with regards to revegetation requirements."

Kerrick said Monday, "We weren't all that happy with the ski corporation's performance the past year as it relates to erosion control. But there is no doubt in my mind we will get permit compliance. They've done a lot – some of the timing was not as good as it should have been."

- \* Alleged removal of more than 80 cubic yards of crushed rock from a Forest Service quarry. On Oct. 5, 1984, Barstad wrote Wiper, ordering him to replace the gravel within 20 days. The ski corporation instead paid the Forest Service for the gravel.

"It's simply a standpoint of getting billed," Wiper contended Monday. "We paid when we were billed."

Wiper says he believes his corporation was caught between conflicting policies of the Forest Service's timber staff and recreational staff, which issued the special use permit for

**Turn to TIMBER CUT, Page 2C**

**TIMBER CUT Continued from Page 1C**

the ski area.

Kerrick said there were misunderstandings on the part of both the ski corporation and the Forest Service.

The Forest Service has granted tentative approval to the ski corporation to expand beyond its current boundary to the north side of Eagle Peak. A stay of action is in effect as a result of an appeal filed by the Waldo Wilderness Council, the Oregon Natural Resources Council and other groups.

"How can any credence be given to their (the ski corporation's) promise to comply with terms of the new expansion if they don't even abide by their current permit agreement?" Norlen said.

Wiper views the environmental group's charge as an effort to thwart the expansion. "It's sad if they are starting to rely on this kind of tactic to challenge our environmental impact statement," Wiper said of the Waldo Wilderness group. "It points out to me they're really squirming."

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March 22, 1986  
Page 20A LETTERS IN THE EDITOR'S MAILBAG

### **No ski conspiracy**

Hans Tschersich's recent letter [3/7] opposing expansion of the Willamette Pass Ski Area is typical of the misinformation and alarmist nonsense relied upon by some opponents of the expansion. Once again, a vocal and persistent minority, convinced of the righteousness of its cause, is seeking to impose its narrow conception of the public good upon the rest of us. Some opponents of the expansion seem all too ready to trot out their exaggerations and fantasies to accomplish their goal.

Expansion of the ski area has been the subject of exhaustive study and planning by public and private sector experts (.). The expansion has passed two levels of review by the U.S. Forest Service, and is likely to be approved by the chief of the U.S. Forest Service. Nonetheless, some opponents of the expansion would have us believe the Forest service and ski area management are conspiring to destroy a wilderness area without the slightest regard for environmental consequences. Mr. Tschersich's description of "rusting lift towers," roaring "diesel engines on a mountain top," and "denuded and eroded slopes" creates a stark image, but has no connection to reality. There is a regrettable ability on the part of some opponents to acknowledge the care and expertise that underlies expansion plans.

Expansion of the Willamette Pass Ski Area will improve what is already an outstanding winter recreation outlet close to the metropolitan area, will have minimal environmental impact, and will have a significant beneficial effect on the economies of Oakridge and Eugene-Springfield. People must not be misled by the exaggerations of increasingly desperate opponents of the expansion.

J. LEE LASHWAY  
2462 Hawkins Lane  
Eugene

Register-Guard  
August 8, 1986  
Page 1

### **Expansion decision upheld for ski area**

By Dan Wyant

The Register-Guard

A decision to allow expansion of the Willamette Pass Ski Area to more than 1,000 acres from 400 acres has been upheld by U.S. Forest Service Chief Max Peterson, it was announced Thursday by Willamette National Forest Supervisor Mike Kerrick.

The decision was hailed by operators of the ski development and criticized by a representative of the coalition of outdoor groups that appealed Kerrick's earlier decision to permit the expansion, which would reach into the slopes of the undeveloped Waldo Basin.

Dick Bonebrake, administrative assistant for the Willamette Pass Ski Corp. of Eugene, said there is an outside chance that initial phases of the expansion can take place before next winter's ski

**Turn to EXPANSION, Page 4A**

**EXPANSION Continued from Page One**  
season.

However, Bonebrake and Dick Grace, recreation staff officer for the national forest, said the Forest Service first must put up for sale the timber that is in the right of way of a projected access road and additional ski runs.

James Monteith, executive director of the Oregon Natural Resources Council, said he will confer with leaders of other groups that filed the appeal for a possible court challenge of the Forest Service's decision.

The council is a coalition of outdoor groups based in Eugene.

Another course of action may be to seek congressional help to protect the area as a "critical habitat area" or under another designation that would prevent its development, Monteith said.

“It’s a very serious issue to us,” he said.” We enthusiastically support development of recreational facilities within the existing (ski area) boundaries – but not beyond Eagle Peak.”

The ski area is 69 miles southeast of Eugene off Highway 58, near the Willamette Pass summit. Plans for major additions, including chairlifts and downhill ski trails on the area’s steep north slopes, were approved earlier by Kerrick and by then-Regional Forester Tom Coston in Portland.

The decision was appealed to the chief of the Forest Service by the Waldo Wilderness Council, the Oregon Natural Resources Council, the Eugene Chapter of the Izaak Walton League, the National Sierra Club and Earth First!

The groups contended in their appeal that the expansion would result in ecological damage to the area and its wildlife and questioned whether the expansion could be justified by public demand.

Kerrick said he is confident “that all the environmental issues have been adequately addressed in the environmental impact statement.” “Mitigation measures employed during development will fully protect the resources affected,” he said.

But Monteith said he doubts that any mitigation measures can protect the few remaining wolverines that roam the Waldo Basin, north of the ski area. “They’re nearly extinct in Oregon,” he said.

Kerrick said the expansion project calls for the staged development of two ski lifts on the north slopes of Eagle Peak, another ski lift on the mountain’s south side, supporting ski runs, groomed cross-country trails and an access and safety road.

The project also will require the relocation of three miles of the Pacific Crest Trail to allow hikers to avoid the projected ski runs.

The ski area has two existing chairlifts on the south slope of Eagle Peak, including a mile-long lift to the summit of the 6,670-foot mountain.

Willamette Pass Ski Corp. has invested more than \$2 million in the facility since 1982. Additional development allowed under the Forest Service’s master plan would require a capital outlay of \$5.3 million, according to Forest Service estimates.

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### **Way cleared to start Willamette ski work**

Tree clearing for expansion of the Willamette Pass Ski Area near the summit of the Cascades southeast of Oakridge could start as early as Friday under authorization announced Wednesday by Michael Kerrick, supervisor of the Willamette National Forest.

Kerrick said he has given the ski area operators the go-ahead to cut trees for construction of a lift line, downhill and Nordic ski runs and a road on the west and north sides of Eagle Peak.

Wednesday, Willamette forest officials imposed a ban on logging operations within the forest because of fire danger. The ban is effective today and will delay the start of tree cutting unless the ski area operators are granted an exception.

A spokesman for environmental groups who earlier lost an appeal against the ski area expansion said leaders of the groups are conferring with their attorney to see if they can halt the tree cutting.

James Monteith, executive director of the Oregon Natural Resources Council, said the Forest Service pledged to conduct an environmental analysis of each project phase and has not done so for the timber cutting.

“We believe that a project analysis is required as it is for any timber sale,” he said.

The Forest Service authorization to start work this soon caught the Waldo Wilderness Council, another of the groups that fought the expansion, by surprise, said council spokesman Doug Norlen.

“We had their verbal promise that they’d not let the timber sale before late September at the earliest,” he

### **Turn to SKI, Page 4A**

**SKI Continued from Page One**

said. “It goes to show you can’t trust the Forest Service.”

Kerrick said the trees will be cleared from the slopes by the Willamette Pass Ski Corp., then sold “under a standard timber sale to be awarded this fall or in the early spring.”

Forest Service Chief Max Peterson on Aug. 5 upheld Kerrick’s decision to permit the Willamette Pass Ski Corp. to expand the ski area to more than 1,000 acres from the existing 400-acre area.

The ski area is 69 miles southeast of Eugene on Highway 58, near the Waldo Lake Wilderness Area.

Outdoor groups appealed Kerrick’s decision to higher Forest Service levels, contending that the expansion would result in ecological damage to the area and to its wildlife.

“Now that the way for expansion has been cleared, the Willamette Pass Ski Corporation is anxious to get started on development of the west slopes of Eagle Peak,” Kerrick said.

The company plans the eventual development of three additional ski lifts, supporting ski runs, groomed cross-country trails and an access and safety road.

The developments allowed under the Forest Service master plan will require a capital outlay of \$5.3 million when all of the work is completed, according to Forest Service estimates. The ski corporation is leasing the national forest land.

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August 30, 1986

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### **Logging ban lifted too late to aid ski site**

By Dan Wyant

The Register-Guard

The Willamette National Forest’s ban on logging was partially lifted Friday, but the decision came too late to enable operators of the Willamette Pass Ski Area to begin felling trees for road and ski lifts right of way.

Bob Barstad, ranger for the Oakridge Ranger district of the Willamette forest, said a request by the ski corporation to be exempted from the logging ban was denied Thursday, before fire officials decided to reduce the Willamette’s fire precaution level from Class E to Class D regulations that permit daily logging until 1 p.m.

Barstad said he expects the ski area operators to begin clearing trees Tuesday now that the ban has been lifted.

Willamette forest Supervisor Michael Kerrick on Thursday gave the go-ahead to the Willamette pass Ski Corp. to begin clearing trees for its proposed expansion, but the logging ban was imposed the same day.

Few loggers were able to take advantage of the change in regulations Friday because of the short notice and because most logging operations will remain shut down over the long Labor Day Weekend.

Firewood cutters, however, are free to use power saws up until 1 p.m. daily over the weekend under the Class D restrictions, said Woody Williams, assistant fire staff office for the Willamette forest.

Wood-cutting permits are required and people planning to cut firewood should check at any of the U.S. Forest Service’s ranger stations for areas open to wood-cutting, he said.

Williams said cooler, cloudy weather accompanied by showers or rainfall in parts of the Willamette forest prompted the decision to lift the logging ban imposed Thursday. “We’re getting a real good humidity recovering at night,” he said. “We’re at the point where a hoot owl logging operation seems to be the appropriate level.”

Hoot owl logging means getting to work at daybreak so an eight-hour shift can be completed before the required 1 p.m. shutdown of power saws and cable logging systems.

John McWade, forester for the Eastern Lane District of the state Forestry Department, said his agency intends to watch weather conditions over the weekend before deciding whether to reduce its current prohibition against power saws and cable logging systems at any time.

The Eastern Lane District provides fire protection for private, state, and U.S. Bureau of Land Mangement

**Turn to LOG BAN, Page 4A**

**LOG BAN Continued from Page One**

forests east of the Interstate 5 freeway in Lane County.

“I’m predicting it’s going to get warm again,” McWade said.

Barstad said considerable rain fell during thunderstorms Thursday afternoon and night in the Waldo Lake Basin and higher elevations of the Willamette Pass forest. However, fire official said the forests will quickly dry out again if predicted sunshine returns.

The Willamette Pass Ski Corp.’s offices in Eugene were closed Friday. Neither Tim Wiper, the corporation president, nor Dick Bonebrake, his administrative assistant, could be reached for comment on plans to begin logging activities.

Kerrick authorized the ski area operators to cut trees on the slopes of Eagle Peak, near the summit of Willamette Pass, for the construction of lift lines, downhill and Nordic ski runs, and an access road.

Kerrick said the company will carry out the logging with its own money. The logs will remain on the slopes over winter to be sold by the Forest Service next spring. Kerrick said 1.5 million to 2 million board feet of timber will be removed.

The way was cleared for the ski pass expansion when Forest Service Chief Max Peterson rejected an appeal by environmental groups in early August and upheld Kerrick’s approval of increasing the ski area to 1,000 acres from the current 400 acres.

Doug Norlen, spokesman for the Waldo Wilderness Council, said members plan to meet over the weekend to consider possible avenues to prevent what he called “the destruction of the north side of Eagle Peak.” The council is among the groups that filed the appeal.

## NEW LIFTS, RUNS, TRAILS AND OPPORTUNITIES

Register-Guard

January 2, 1987

Page 6B

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March 31, 1987

Page B1

**Study to show steady incline in ski interest**

By Martha Kerns

The Register-Guard

The ski industry is becoming a significant force in Oregon's economy, concludes a University of Oregon study scheduled for release today.

The study, conducted for the Oregon Ski Areas Association, reports that ski areas, shops and suppliers contributed a minimum of \$131 million to the Oregon economy during the 1984-85 season and that the amount could rise to as high as \$170 million by 1990-91.

"On the whole, prospects for continued growth of Oregon's ski industry are very good," said association spokesman Jack Elder. "Nationally, the number of skier day visits has been leveling out, but in Oregon it has increased in recent years 4 to 5 percent."

Elder said the study represents the first of its kind in the Northwest and substantiates the importance of skiing to Oregon's economy, specifically in the area of off-sea-

**Turn to SKIING, Page 2B**

**SKIING Continued from Page 1B**

son tourism.

As a result of the study, Oregon's ski area operators will recommend that the state Department of Economic Development work closely with the ski industry to further develop ski facilities and overnight accommodations in the state and that the state Highway Department improve the highways serving Oregon's ski areas.

Since 1980, Oregon has attracted an increasing portion of the Northwest's skier market, the study shows. Estimates for the current ski season, which the association is calling the largest in Oregon's history, show that the number of skier visits at the state's nine major ski areas increased an average of 9 percent over the past year.

The 41-page study was based primarily on data from the 1984-85 season and was prepared by the UO's Department of Planning, Public Policy and Management. The study looked at all aspects of skiing's

economics, from restaurants and motels, ski shops and ski areas to utilities and employment. The ski season was defined as extending from mid-November through April.

The study include the following statistics on Oregon's '84-85 ski season:

\* A total of 1.4 million skier visits were reported by the state's nine major ski areas. Mount Bachelor and Mount Hood Meadows accounted for 62 percent of the total, with 522,000 and 364,000 visits, respectively. Willamette Pass had 69,000 visits and Hoodoo had 47,000 visits.

\* More than 7,000 Oregon jobs were directly attributable to the ski industry, representing 12 percent of the state's total number of travel industry jobs for 19985. Payrolls from the state's ski industry totaled nearly \$27 million.

\* The ski industry's gross revenue accounted for 5 percent of the total \$2.6 billion spent by all travelers in Oregon during 1985.

The study also showed that the average "destination skier," as compared to the "day skier" who return home at night, spent \$90 per day for off-mountain purchases during the '84-85 season.

[See Appendix A for graphic map of Oregon and graphs showing dollar contributions from Ski Service Sectors: Ski Area, Ski Shops, Supplier, Support for each of the three regions: Portland Area (Mirror Mt. Mt. Hood Meadows, Timberline); Central/Southern Area (Hoodoo, Mt. Ashland, Mt. Bachelor, Willamette Pass); Eastern Oregon (Anthony Lakes, Spout Springs).]

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October 4, 1987

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## **OUTSIDE**

### **The Obsidians celebrate 60-year milestone**

By Doug Newman

For The Register-Guard

Eugene's oldest outdoor organization celebrates it's 60th anniversary this Friday.

The Obsidians, founded in 1927 by a group of local outdoors enthusiasts, are among perhaps a half-dozen still-active Northwest hiking and climbing clubs that originated prior to World War II, when backcountry recreation was still in its infancy.

The Obsidians originally were organized after an unsuccessful search for two lost hikers in the Three Sisters region, east of Eugene. Following the tragedy, participating searchers recognized the need for a more formal team for future rescue efforts, and the group was established.

Initially called the Outdoor Club, the name was soon changed to The Obsidians, and the group's first major outing was held at Obsidian Camp, west of the North Sister in the summer of 1928.

"In the early years, the Obsidians had hikes, climbs and skiing, says Lois Schreiner, the club's current secretary and former editor of "The Obsidian," the group's bulletin, which is published 11 times annually.

" ' The Obsidian' began in 1936," Schreiner says. "Meetings were held in Eugene and the group also had a clubhouse near Whitebranch in the early years. The present lodge (in Eugene) was built about 26 years ago on five acres of property at the end of Spring Boulevard and East 29th Avenue."

Over the years, Obsidian activities have reflected trends in outdoor recreation and changes in interest among backcountry adventurers. Skiing is a classic example. Prior to World War II, the sport was primarily cross-country in nature and very few formal ski resorts were in existence, though long-time Obsidians recall that alpine skiers did visit the small area at Willamette Pass – often reaching it by train.

In the 1950s, with the growth of downhill skiing, participation in backcountry ski tours decreased, Schreiner says, only to be rejuvenated in the 1970s with Nordic skiing's sudden increase in popularity.

Today, Nordic skiing is again a major Obsidian pursuit, and other currently favored activities include paddle rafting, bicycle touring and charter bus trips to various areas and attractions.

Approximately 200 trips and tours of all types are initiated by the group on an annual basis.

In addition to the club's outdoor trips, social gatherings also are a large part of the Obsidian tradition, and monthly potluck dinners and slide shows at the Obsidian Lodge offer newcomers a chance to meet members and get acquainted.

"Non-members are welcome on trips and at our monthly potlucks," Schreiner says. "We have memberships for all ages."

To find out about most trips and events, sign-up sheets are posted each week at the Eugene Family YMCA, 2055 Patterson St. The Obsidian's annual meeting and anniversary celebration – plus a slide show depicting various club activities – begins with a potluck dinner at 6:30 p.m. on Friday at Obsidian Lodge.

For precise directions to the lodge, or more information about the club and its programs, contact Schreiner at 344-9848.

\* \* \*

#### **HELPFUL HINTS FOR OUTDOOR LIVING:**

(See Appendix A for this short collection of hints and a photo of an Obsidian 10 Peaks Patch captioned: Patch signifies affiliation with Obsidians)

\* \* \* \* \*

Email to the Editor of The Obsidian Bulletin, 4/13/2010, Joanne Ledet, copies to Gary Kirk, one of the founders of Eugene Mountain Rescue, and Janet Jacobsen, Obsidian.

I found this article today and am forwarding the retyping for your use. It is interesting how short memory is for some things and people. The secretary, Lois Schreiner and writer, Doug Newman, were apparently unaware of the significant role that key members of The Obsidians had in the actual concept and opening of the Willamette Pass Ski Area as well as the formation of the Willamette Ski Patrol which served all of the ski playgrounds in the McKenzie, Santiam, and Willamette Summit areas. Obsidian, Harold Trotter, was also instrumental in the branching out of the Willamette Pass Ski Patrol in 1942.

They also were not aware of what Gary brought to my attention, that the Obsidians were key participants in organization of the Eugene Mountain Rescue in order to make an exit from primary search & rescue work, in a similar manner that they got Tri-Pass Ski Club started to exit from sponsoring and conducting ski racing.

The Obsidians have been outstanding in their support and development of outdoor activities and organizations throughout their history.

Rich Maris

\* \* \* \* \*

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October 29, 1987  
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#### **Ski industry still hopeful about season**

#### **Dry weather not worrying Willamette Pass – yet . . .**

By Martha Kerns

The Register-Guard

This time last year, a light covering of snow whitened the lodge and chairlifts at the Willamette Pass ski area, giving the local ski industry a sense of optimism about the coming season.

The year, the lodge and lifts remain eerily dusty as the Northwest's unseasonably dry autumn threatens to continue into November, typically the start of the region's ski season.

(Small face photo captioned: Dick Bonebrake 'Weather could change')

But a spokesman for the Willamette Pass Ski Corp., which owns the facilities at the ski area, said Wednesday that he isn't concerned about the lack of snow – at least not yet.

“If there's still no snow by Thanksgiving, we'll definitely be concerned,” said Dick Bonebrake, who handles the Eugene-based corporation's marketing. “Right now, we're still projecting a season better than last year's.”

More than 65,000 skier visits were recorded at the ski area last year, Bonebrake said.

The Willamette Pass Ski Corp. currently is putting the finishing touches on an \$800,000 expansion project that will add three new chairlifts and a new Nordic center to the ski area this winter. The additional lifts area expected to double the area's skier capacity.

If anything, the dry weather is aiding the completion of the construction work, Bonebrake said.

“I admit the dryness is unusual, but it's not unusual not to have any snow this time of year. The weather could change rapidly and we could still get a really big dump,” he said.

“What we need to open is about two and a half feet of snow, depending on what kind it is. Heavy snow would be better than powder because it'd settle down and give a good base.”

Thus far the only area of business being affected by the dry weather is in pre-season sales of the ski area's season passes, Bonebrake said. “I guess people want to wait and see the white stuff on the ground before they commit to a season pass,” he said.

(Large photo captioned: Dick Bonebrake, marketing director for Willamette Pass, walks by one of the ski area's new lifts)

Eugene ski-shop owners echoed Bonebrake's general optimism

### **Turn to SKI, Page 10B**

### **SKI Continued from Page 9B**

about the coming season.

“The dry weather is definitely a concern but we're not complaining yet,” said Doug Clark of Ullr's Ski and Sport Shop, which opened a second Eugene store this fall. “So far, sales are up from the past few years.”

“You're not going to get much doom and glom out of me,” said Dale Berg, an owner of Berg's Ski Shop. “From everything I've seen, the public is up for skiing this winter.”

Both Clark and Berg said they expect brisk sales at the National Ski Patrol's ski swap this weekend at the Lane County Fairgrounds. The annual event is considered one of the major kickoffs to the local ski season.

“Sales were up 10 percent over last year at the Corvallis ski swap last weekend and the attitude seemed to be that people area ready to start skiing,” Berg said. “It may be 70 degrees out there but people are still buying \$300 to \$400 outfits for the winter.”

The dry weather has had at least one effect on winter recreation plans, however.

The state Tourism Council decided earlier this week to postpone its winter marketing campaign until January. The \$254,000 effort promoting winter fun in Oregon originally was scheduled to begin in November.

State Tourism Director Deborah Kennedy said the decision to postpone the campaign was made because representatives of coastal resorts wanted to wait until after the Christmas holidays and representatives of ski resorts wanted more time for snow to build up in the mountains.

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Page C1

(Large photo of three skiers captioned:

### **For instant fun, just add snow**

Downhill skiers make their way down the slopes at Willamette Pass, where this year three new chairlifts have been installed. Two triple-chairs replace the old Summit lift and a third lift is a double-chair for beginners.

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(Graphic of front, south side, runs off of Eagle Peak with new chairlifts and location of parking and base facilities.)

### **'The Pass' makes improvements**

#### **Three new chairlifts, Nordic skiing facility, added at Willamette**

By Lance Robertson  
The Register-Guard

Three new chair lifts, a new Nordic skiing facility and last season's ticket prices will greet visitors to Willamette Pass when the ski area opens this winter.

Willamette Pass, located 69 miles southeast of Eugene, has spent about \$800,000 this year on improvements designed to bring more skiers to the mountain and to eventually open up the north side of Eagle Peak.

The new ski lifts and Nordic trails area the latest in an ongoing expansion effort that has taken "The Pass" from a dinky one-run ski novelty to a respected, full-service ski area in just seven years.

The north side won't be open to downhill skiers this season, but the three new chairlifts on the south side of 6,666 foot Eagle Peak will double the area's capacity to move skiers uphill, said Dick Bonebrake, operations and marketing coordinator for the Willamette Pass Ski Corp. The new capacity will be 7,160 skiers per hour.

No one will be waiting in line to travel uphill, however, unless there's enough snow to come back down. Willamette Pass has canceled its scheduled Nov. 18 opening because of a lack of snow. "We'll just pick a date to open once we get enough snow," Bonebrake said last week.

Two triple-chairs have replaced the old Summit lift. The Midway lift will take skiers 3,200 feet up the mountain to the start of the "Chaser" run. The Summit lift will begin just downhill from there and proceed another 2,400 feet to the top of Eagle Peak.

The third new lift, Sleepy Hollow, is a double chair designed for beginners and will be located east of the rope tow. The Twilight triple-chair lift will not be changed.

Bonebrake said the changes will more adequately segregate skiers with varying skill levels. More advanced skiers will be able to stay higher on the mountain to enjoy the faster runs, while most beginners will use the rope tow and double chair at the east end of the ski area.

"We're doing this (adding lifts) in anticipation of eventually going down the backside (north side) Bonebrake said. After the U.S. Forest Service in August 1986 approved Willamette Pass Ski Corp.'s plan to expand, tree-cutting began almost immediately on the north side of Eagle Peak.

The cutting virtually ended a long fight between the Willamette Pass Ski Corp. and environmentalists over the future of the north slopes of Eagle Peak and West Peak. Environmental groups complained that the Forest Service gave the go-ahead to begin logging before they could mount a court challenge to the ski corporation's expansion plans.

Bonebrake said the center swath of timber and one run has been cleared on the north slope of Eagle Peak, but installation of a lift for 1988-89 depends on how much money the ski area makes this season.

The corporation now has access to about 1,100 acres, compared with 400 before the Forest Service approved the expansion plans. The expansion plan is designed to eventually accommodate about 125,000 skier visits per year, double the attendance of last year.

Construction of a service road around the west side of the mountain has enabled the company to develop 20 kilometers of trails, which will be groomed. A small Nordic center has been built at the west end of the parking lot to serve the new cross-country trail system.

Attendance last season was 65,742, Bonebrake said, down from the record 67,000 in 1984-85 but up sharply from 45,000 in 1985-86. That's a far cry from the 700 who trekked to the mountain in 1980 and the 26,678 in 1982-83, when the first chair lift was installed.

The big jump in skiing attendance began in 1983, when the Willamette Pass Ski Corp. completed an attractive \$1-million day lodge, complete with cafeteria, bar, day care center and ski shop.

While the rise in attendance is impressive, it pales in comparison to Mount Bachelor, admittedly the state's best ski area, Bonebrake said. Bachelor drew more than 600,000 to its slopes last season.

Bonebrake said Willamette Pass is designed to accommodate the Eugene-Springfield area skier who doesn't want to travel three hours to Bachelor.

"There's no doubt about it, Bachelor is a fine ski area," he said. "But we have a very interesting terrain, with challenging runs. We're serving a slightly different clientele than, say Bachelor . . . We fill a niche."

That "niche" is one of proximity, Bonebrake said. Skiers can get up at 7 a.m. and be at the mountain 90 minutes later, ski a full day and be home in time to catch a movie.

Downhill prices will remain at \$15 for adults and \$11 for children ages 6 to 12, the same prices as last season. Nordic skiing will cost \$7 a day for adults and \$5 a day for children.

Operating hours will be 9 a.m. to 4 p.m. Wednesday through Sunday, with night skiing on Wednesdays, Fridays and Saturdays.

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### **Skill programs, day care offered for children by major ski resorts**

Parents who want to take their children along on a ski weekend but don't want to spend the entire time on the beginner slopes can look forward to help from the area's major ski resorts.

The options range from day-long day care arrangements to special programs to help youngsters improve their ski skills.

Karen Buford of the Willamette Pass Ski Corp. says, "We've had day care in operation for two years now, and it is a popular program with parents who ski here."

When a parent or adult-in-charge purchases a lift ticket, free child care is available from 8:30 a.m. to 4:30 p.m., except for the lunch hour, for children ages 2 ½ to 10. Children as young as 15 months are accepted but the charge for them is \$15 per day.

"We are regulated by the state Children's Services Division," Buford says, "so we have to observe strict limits as to how many children we can accommodate per day. People should call ahead to reserve spaces in the day care program."

Willamette Pass also offers participation in the Skiwee program, a national program developed by Ski Magazine.

Skiwee is designed for ages 4 to 10, and the children spend four hours with a ski instructor, including lunch, for a \$30 fee," she says. "Our program is offered weekends and holidays."

Hoodoo Ski Bowl also offers the Skiwee program, although day care is not provided.

"Skiwee is something that children can take with them from one ski slope to another," says Nancy Obymako, a Hoodoo spokeswoman. "They are given a progress card, which can be updated at any participating area as they learn new skills. All the Skiwee instructors have gone through the same training and use the same manuals. We're starting our third season in the program."

Hoodoo offers a Winter Carnival the first weekend in February.

"This is a really special event here," Obymako says. "We have built a large snow castle complete with stairways and mazes. The kids love it."

Mount Bachelor offers ski programs and day care, says Adriana Clark, communications manager.

"We have the Tiny Tracks program, which is special ski lessons for children ages 4 through 6. Children can ski for either one and one-half hours or three hours for a cost of \$17 or \$20," she says. "We've also just completed a new ski lift especially for children. We call it the Pink Panther."

Day care is offered in the Main Lodge and in the Sunrise Lodge and accepts children from 6 weeks to 7 years for a charge of \$17 per day. Reservations are needed in advance because of space limitations, Clark says.

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(State map of ski areas; same map as November 3, 1985, Page 7F, and summary list of ski areas.)

### **Ski areas beckon the masses**

#### **New chairlifts among changes awaiting skiers**

Coming off a year in which a record was almost set for number of skiers, Oregon's ski areas have made some notable changes in preparing for the winter of 1987-88.

Nine new chairlifts have been built around the state, some on new slopes, others to replace existing lifts.

Last season was reported as the busiest ever for Oregon ski areas, with a total of 1,383,495 skier visits. The record year was 1984-85 with 1,457,449 skier visits.

Here is a breakdown on Oregon's ski areas

Mount Bachelor  
Hoodoo Ski Bowl  
Willamette Pass  
Mount Hood Meadows  
Ski Bowl Multorpor  
Timberline  
Cooper Spur  
Dixie Mountain  
Warner Mountain  
Mount Ashland  
Spout Springs  
Mount Bailey  
Anthony Lakes

(See Appendix A for full data of: Location, Season, Lifts, Hours, Rentals, Facilities, Accommodations, Information contact for each.)

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### **Willamette Pass isn't just for downhillers**

By Dave Kayfes

The Register-Guard

(Large photo of cross country skier captioned: A growing number of skiers are taking cross country routes, sometimes even using the facilities of downhillers)

Downhill skiers aren't the only ones known to use the Midway Lift at the Willamette Pass Ski Resort.

Every once in a while, a hearty soul who doesn't like to strap his or her heel into a ski will take the ride up to the resort's highest point at 6,666 feet.

They're known as Nordic – or cross country skiers.

They look a little out of place on the downhill runs. You can recognize some of them by the bent knees, weight forward and tips of their narrow skis pointed inward.

But not all of them are awkward. Some manage just fine, in fact, and it's not unusual to see someone gracefully bending down to one knee negotiating a turn with cross country skies (sic) on the south face of the mountain.

And then there are those who disappear over the wooded north side of the mountain, where the downhill types dare not tread.

Taits Trail winds toward the Rosary Lakes and the Pacific Crest Trail, modest ventures for the advanced cross country skier but a little more than most novices may want to try.

The folks at the Willamette Pass Ski Corp. have added some sophisticated variety for the avid cross country skier this winter.

They plan to groom 20 kilometers of cross country ski trails on the far west end of the parking lot. The new trails, including some on the old Outback Trail, are designed to attract the enterprising racer as well as the beginner.

“The trails will be cut three feet wide,” said Dick Bonebrake of Eugene, a resort spokesman. “That’s wide enough for our grooming machine in there, and should allow for more of a snow pack.”

A new Nordic Center also is being planned for the west end of the parking lot. It will offer rentals for adults (\$7 a day) and free lessons at 10 a.m. for those who purchase a day pass. The passes are priced at \$6 a day (9 a.m. to 4 p.m.) and \$4 for a half day (noon to 4 p.m.) for adults. Youth 6 through 12 pay \$3 for a day and \$2 for a half day.

“All the articles we’ve been reading from the ski industry say that cross country skiing is growing quickly, and groomed trails are being used more and more,” Bonebrake said.

Managers of the state’s largest ski resort at Bachelor report a similar increase in interest in cross country skiing, and they have added a new shelter on Woody’s Way on their system of trails for the convenience of Nordic skiers this winter.

“It’s 10 feet by 20 feet, and has benches, carpets and heater,” said Doug Cleavenger, a spokesman for Bachelor, of the new shelter.

Bachelor offers the largest network of groomed trails in the state – 59 kilometers, and it is the best known in the state, having been the site of the 1985 United States national championships for Nordic skiing. (Maris note: See RG, Feb. 6, 1955. Willamette Pass Ski Area hosted National Cross Country Championship races; 11- and 18-mile loops around Gold Lake.)

We’ve been seeing a 10 to 15 percent increase in trail use each year,” Cleavenger said. “And we expect more of the same this year.”

The cost is reasonable when compared to those for downhill skiing. A full-day pass is \$7, and \$5 for a half day. The rate for children, 12 and under is \$3.50 for a full day and \$2.50 for a half day.

Bachelor also offers racing from 10 kilometers up to 40 kilometers every other week. Signups are set for 10 a.m. and 11 a.m. on weekends. For information, call Cleavenger at 382-2607.

The following is a guide to some of the state’s top groomed cross country ski trails: (See Appendix A for the list of areas and; Location, Facilities, Trails, Rates, Rentals, Information contact for each area: Anthony Lakes, Mount Bachelor, Hoodoo, Lemolo Lake, Mount Hood Meadows, Odell Lake, Willamette Pass)

Register-Guard  
November 25, 1987  
Page 1

### **Forget about skiing for Thanksgiving**

Vacationers hoping to enjoy snow over the Thanksgiving weekend might find enough to make a few snowballs or sled down a hill.

But don’t plan to go skiing, ski area resort operators and weather experts said Tuesday night.

The storm that dropped 10 inches of snow in the Cascades on Tuesday and a half-inch of rain on Eugene passed through the area and should leave relatively clear weather throughout the Northwest today and Thanksgiving Day, said Dave Parmenter of the National Weather Service.

Officials at Willamette Pass and Hoodoo Ski Bowl reported Tuesday that their areas lack enough snow to open. At Mount Bachelor, near Bend, spokesman Jeff Lokting said official will decide today whether to open this weekend.

By late Tuesday, Willamette Pass reported two to three feet of snow and Hoodoo reported about 10 inches. Resort officials said 1 to 2 feet of additional snow is needed for skiing.

Parmenter said more snow before Friday is unlikely. He said he doesn't expect much more rain until Thursday night or Friday morning, when a "fairly weak" storm will move into the area. But there may be early morning flights canceled today and Thursday at Mahlon Sweet Airport because of fog, he said.

The fog should clear by 9 a.m. each day, but travelers should use care when driving on highways 58 and 126 through the Cascade mountain passes, Parmenter said.

Register-Guard  
December 4, 1987  
Page 1

### **Skiing prospects 50-50**

#### **'It's up in the air,' says Willamette spokesman**

The skiing outlook is a 50-50 proposition this weekend – maybe it'll be decent and maybe it won't.

Rain, not snow, fell at ski lodges Thursday afternoon, but the National Weather Service predicted snow flurries beginning at the 3,000-foot elevation mark today. Will it be enough to fill the ski runs?

"It's up in the air," said Dick Bonebreak (sic), spokesman for Willamette Pass Ski Corp. The Highway 58 resort had been scheduled to open today but the rain spoiled that plan.

"They're swimming up there too," Bonebrake (sic) said Thursday as rain pounded the Eugene-Springfield area. "Mother nature has not been good to us. We're not in the position to open with the amount of snow that we've got."

The lodge had only 8 inches of snow Thursday afternoon, down from a 14-inch base the day before. Bonebreak (sic) 2 ½ to 3 feet is needed. "If we get snow, we're ready," he said. "This week we've seen snow 600 feet above the lodge, but it's still wet below. It will come, though. It always does."

At Mount Bachelor near Bend a snow base of 31 inches was holding out against rain showers Thursday afternoon. A few downhill ski runs and cross-country trails were open and will remain open this weekend.

Rain also was falling Thursday at Hoodoo Ski Bowl on the Santiam Pass. The ski area opened last weekend but was closed on Thursday.

Larry Marshall, race director at Hoodoo, said the area should reopen Saturday if cooler weather holds and the rain becomes snow as expected. Limited downhill runs and cross-country trails will be open.

Recorded reports on skiing conditions at the three areas are available over the telephone. The number for Willamette Pass is 345-7669; for Mount Bachelor it is 382-7888, and for Hoodoo it is 345-7416.

Register-Guard  
December 14, 1987  
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(Large photo with caption: Poles? Who needs poles? Not 8-year old Jeremy Warren of Eugene, who found plenty of snow in which to enjoy a sunny Sunday at sparsely attended Willamette Pass.)

### **Skiers schuss in a new season**

By Jim Boyd  
The Register-Guard

Those skiers who stayed home because the Willamette Pass Ski Area had only 18 inches of snow for its opening weekend missed an opportunity to ski uncrowded runs that weren't the rocky horrors that some imagined.

The ski area, on Highway 58 about 65 miles east of Eugene, reported a light to moderate turnout of skiers for the opening, with 157 paying customers Saturday and 152 on Sunday.

The Willamette Pass Ski Corp. completed an \$800,000 expansion this year that added new chairlifts. But the ski area, which normally opens on Thanksgiving, is getting a two-week late start this year because of lack of snow.

Several skiers interviewed Sunday said, however, that they had experienced a better than average day of skiing. One ranked the day a bit worse than average.

Skiers said they encountered a few rocks or exposed patches of soil near the bottom of the runs but found good coverage on the rest of the hill.

Steve Taber of Lowell said his day of telemark skiing rated a “seven” on a scale of one to 10. Telemark skiing is a type of downhill skiing done with cross-country skis.

“I think the snow is real excellent snow and it’s obviously a very beautiful day,” Taber said. “That’s one of the reasons I like coming up here, because it’s a very beautiful area.”

Taber said he prepared for the worst by wearing his “rock skis” – an older pair he doesn’t mind getting scratched or gouged – but he reported few encounters with rocks or stumps.

“I’ve gone over a couple of little trees or rocks or whatever, but it hasn’t been that big of a deal,” he said. “If you’re paying attention, usually you can see them.”

Laurie Monico of Eugene, assistant director of the

#### **Turn to SKIERS, Page 4A**

#### **SKIERS Continued from Page One**

ski patrol, said, “It’s actually a much better coverage than I had expected. All in all, it’s been a really good weekend. It’s been some pretty good skiing.”

Tim Parks, a downhill skier from Klamath Falls, complained of too little snow and rated his day’s skiing a “four.” A skiing companion, Daria Duncan of Malin, disagreed, however, and ranked the outing a “six.”

Steve Wagers of Dexter, a skateboard enthusiast who did his downhill gliding on a snowboard that looks a lot like a single water ski, said his day was definitely an “eight.”

Twelve-year-old Justin Crabtree, a downhill skier from Junction City, summed up his day with one word, “Great!”

Willamette Pass spokesman Don Scronek said, “We waited to open the mountain until we could present a good product to our skiing guests. Our primary objective is to give people a good, safe, and fun-filled experience – and that’s what we have here now.”

Register-Guard  
March 19, 1988  
Page 1

#### **Quick cleanup of fuel averts disaster at Odell**

By Eric Mortenson  
The Register-Guard

(Large photo captioned: Don Nordling of Willamette Pass Ski Corp. flushes diesel fuel from Sleepy Hollow Creek. He uses water to stir up soil to get the fuel to rise to the top.)

State wildlife and environmental quality officials say the 1,700 gallons of diesel fuel that spilled from the Willamette Pass lodge last weekend doesn’t threaten Odell Lake and that the cleanup is progressing satisfactorily.

“They got right on it after the spill occurred,” said Tom Hall, a regional consultant with the state Department of Environmental Quality in Bend, which is in charge of monitoring the cleanup effort. “It’s not a major disaster.”

“Based on what I’ve seen so far, I don’t expect any measurable impacts,” said John Fortune, a fish biologist with the state Department of Fish & Wildlife district office in Klamath Falls. Odell Lake is in the northern edge of the district’s jurisdiction.

Fortune said he surveyed the lake Tuesday and found no evidence of harm to fish, to kokanee spawning grounds or to aquatic insects on which fish feed. He said the lake probably gets as much fuel on a summer day when 200 to 300 motorboats are on the water.

“I wouldn’t have any problem with catching and eating fish up there right now,” he said.

Despite the assurances, environmentalists, some Oakridge residents and others who own cabins near the lake are questioning safeguards taken to prevent such spills, especially in regard to what will happen when the resort expands.

The spill occurred late Saturday night when a lodge worker was filling a fuel tank for a 250-

## Turn to ODELL, Page 4A

### ODELL Continued from Page One

gallon generator from a 10,000 gallon tank in the basement of the lodge. Manager Eric Johnson said the worker left the area unattended and an estimated 1,700 gallons overflowed from the smaller tank.

The fuel entered catch basins and flowed through storm drains to Sleepy Hollow Creek, a small stream that enters Odell Lake.

Officials estimate 150 to 200 gallons entered the lake before resort employees and Reiling Environmental Management Co. workers placed containment devices along the creek to catch the fuel.

A stiff wind blew the oil slick toward the east end of the lake and the Odell Creek outlet, near Odell Lodge. A barrier was placed across the outlet to prevent fuel from escaping.

“On Monday we got 150 gallons out of the east end,” said Percy Nichols, a Reiling supervisor. “We were sucking it up at the east end and got that all taken care of Monday.”

Company and lodge employees placed 10 small weirs across Sleepy Hollow Creek. The fuel, which floats on top of the water, collects behind the barriers and is sucked up through a hose and into a storage tank atop a truck.

Nichols estimated 1,000 gallons of fuel have been removed from the creek in the past week.

Friday, lodge employees used a high-pressure hose to wash fuel from the saturated banks of the small creek. The waste water and fuel flowed down the creek to a weir, where it was sucked into the truck. Nichols said the process will be repeated two or three times and the barriers will remain in place on the creek for up to a month to trap additional fuel.

Johnson said the lodge has added safety devices that will prevent another spill. An automatic shut-off valve, warning lights and a timer on the fuel pump will prevent an overflow, he said. Also, a return line has been added that will route overflow fuel back to the large tank.

“The company feels bad about it and took the right steps to take care of it,” Johnson said.

“It’s always that way after the fact,” said Doug Norlen of the Waldo Lake Wilderness Council. He said environmentalists suggested previously that such accidents might happen and are concerned about a ski lift engine and fuel tank planned for a new ski run on the north slope of Eagle Peak.

An oil spill there might threaten the Gold Lake Bog research area, Norlen said.

Oakridge resident William Dever, who said he favors expansion of the ski area, nonetheless questions whether protection of the Gold Lake Bog can be guaranteed.

“If they aren’t controlling the problem at the lodge itself, how can they guarantee that?” he asked. “I feel the credibility of the Forest Service and the corporation has really been jeopardized.”

Hall said the DEQ has the authority to fine the Willamette Pass Ski Corp., which runs the ski area, but he is recommending against a fine because the company began immediate cleanup efforts and the money can be better spent on the safety measures. The corporation runs the ski operation under a special use permit granted by the Willamette National Forest.

Register-Guard  
October 27, 1988  
Page 2B  
(1/4 page advertisement)

**You Can Save On Ski Equipment Like You've Never Saved Before!**

The Annual Ski Patrol Swap saves you 20%-90% off the cost of regularly priced ski equipment.

Every year, hundreds of local residents consign used ski equipment at the annual Ski Swap to the Volunteer Ski Patrols of Willamette and Santiam Pass.

These consigned goods are offered to you at incredible savings. All proceeds go to providing funds for the Volunteer Ski Patrols' yearly equipment needs.

**20th Annual SKI PATROL SKI SWAP!**

**Consignments Taken**

Thursday, October 27, 9 a.m. – 9 p.m. and Friday, October 28, 9 a.m. – 5 p.m.

**The Ski Swap Sale – at the Fairgrounds**

Sale starts Friday, October 28, 6-9 p.m. and Saturday, October 29, 9 a.m. – 6 p.m.

**This Ski Swap is the ONE!**

Register-Guard  
November 20, 1988  
Section G – WINTER OUTINGS (5 pages)  
Page G1

(Large photo of two skiers captioned: Cross-country skiers make their way through snow-covered trees at the Willamette Pass Ski Area)

See microfilm at Eugene Public Library or University of Oregon Library for viewing of all pages. The following is a list of the articles on each page:

Page 1G

The FORMULA FOR FUN IN THE CASCADES . . . SNOW

Page 2G

Drive carefully a must in winter

Snow falls, hope rises for record season

Page 3G

Early snow gives ski areas a lift Oregon resorts eye long season

(List of Oregon ski areas and facilities.)

Page 4G

Trails, facilities abound for cross-country skiers

Winter Outing? Expect best, prepare for worst

Page 5G

Oregon skiers can go hut-to-hut

Forest Service lists shelters for the cross-country skiers

(See text of each article below, and copies in Appendix A.)

November 20, 1988

Page 5G

## **Oregon skiers can go hut-to-hut**

By Doug Newman

For the Register-Guard

When it comes to simple pleasures, a day spent cross-country skiing is hard to beat. But once you've been exercising vigorously for several hours, a pleasant interlude around a roaring fire with kindred spirits in a snow-bound mountain cabin can be equally appealing.

The notion is not new, of course. Four thousand years ago, deep in a snug cave in Artic Norway, early-day skiers gathered beside a fire for warmth and fellowship, following a day atop primitive skis. Centuries later, their exploits remain documented on the walls of the cave, etched for eternity in the smoke-darkened stone.

While a warm cave may have been enchanting for early ski tourers, modern Norwegians have improved on the concept, developing an intricate system of ski trails and back-country huts that is recognized throughout the world for its charm and diversity.

Closer to home, Oregon skiers visiting the Willamette Pass region this winter can sample a more rustic form of hut-to-hut skiing, that is currently taking shape on the Willamette National Forest.

Beginning with a log cabin warming hut completed in 1986 at the Gold Lake Sno-Park, west of Willamette Pass, a trio of three-sided, open-ended, shake-roofed ski shelters has been erected along a network of nordic ski trails in a zone essentially stretching from Waldo Lake to Diamond Peak along the crest of the Cascades.

Though simple in design and offering few frills, each shelter features sleeping quarters, barrel stove, gravel floor and a table with benches. Sleeping space typically accommodates six to eight adults.

In addition to the three new shelters, two older shelters, similar in design but built in the 1930s, augment the network.

Available on a first-come, first-served basis, use of the shelters is based on the honor system. Volunteers from nordic skiing organizations perform routine annual maintenance, making minor repairs and cutting firewood. Since fuel supplies are limited, visitors who use firewood are asked to replace the amount used, if possible. Litter must be burned or packed out.

Overnight accommodations are best described as "spartan." Visitors who plan to spend a night at a shelter must bring sleeping bags, foam pads, compact mountain stoves, cooking equipment and other necessary winter camping items. A tarp helps cut the wind that may blow in from the hut's open side.

At most shelters, water must be carried to the site or melted from snow. Winter-accessible toilets are available at Gold Lake and the Gold Lake Sno-Park, but in other locations outhouses are not provided.

For skiers who want an overnight snow-camping experience with facilities a bit more luxurious, an alternative to the rustic Forest Service shelters can be had a Waldo Lake, courtesy of Larry Kirkpatrick, a Eugene guide and outfitter.

Kirkpatrick's guide service, Outdoor Adventures Plus, provides nordic skiers with hot food, warm shelter and unique skiing opportunities in the nearby Waldo Wilderness. He offers lakeside quarters in two large, winter-equipped teepees and a cabin tent.

Operating exclusively on a reservation basis, Kirkpatrick's outpost can house 20 overnight guests. Wood stoves provide heat. Other amenities include a sauna, cooking facilities, lanterns, carpeting, chairs and even a kitchen sink. Toilet facilities are also available.

"Because of the distance, most people will not attempt to ski to Waldo Lake for a day trip," Kirkpatrick said. "I find two reasons many people don't go overnight cross-country skiing – one is they aren't interested or able to carry a heavy pack with all their gear. Secondly, they don't want to sleep in the snow.

Kirkpatrick has remedied both drawbacks. A snowmobile with sled transports gear to the lake, so skiers can make the trek with day packs. The teepees, warm and inviting at tour's end, solve the problem of a cold night in less than regal accommodations.

In one respect, Kirkpatrick's outpost represents an innovative use of public land. Under the terms of his special use permit, issued by the Willamette National Forest, the camp is used only during winter months and is entirely removed each spring when the snow melts.

For information and reservations, contact Kirkpatrick in Eugene at 344-4499.

Development of nordic ski trails and shelters near Willamette Pass can be directly traced to cross-country skiing's growth in popularity. As winter recreational use increased, Forest Service officials devised a new management plan to meet the need for more signed ski trails, parking and regulated facilities.

The first step in the improvement project was the construction of the Gold Lake Sno-Park Cabin, initiated in 1984. Open to the public, the structure serves as a warming hut, information center and headquarters for the Willamette Backcountry Ski Patrol, which provides trail reports, safety tips and first aid / rescue assistance in the Willamette Pass area. Because of its central location and high visitation, the cabin is not intended for overnight use.

Once the Gold Lake Sno-Park cabin was completed, work began on the surrounding trail system and outlying warming huts. Typically, shelter construction was a joint effort initiated by the Forest Service and undertaken by a coalition of workers including Forest Service crews, U.S. Marine Corps Reserve personnel, and members of the Willamette Backcountry Ski Patrol and Oregon Nordic Club.

The trail system's newest shelter – Bechtel Creek Shelter – lies southwest of the Gold Lake Sno-Park near Pengra Pass and was completed this fall.

Built by Forest Service recreation and Youth Conservation Corps workers, plus members of the U.S. Marine Corps, Engineer Platoon, Company A, Sixth Engineer Support Battalion, based in Eugene, work on the shelter was representative of the cooperative efforts which have characterized similar projects on the Oakridge Ranger District.

For complete details on the location of Forest Service shelters and nordic skiing opportunities in the Willamette Pass region, consult a copy of "Willamette Ski Tours," a free brochure and map which describes 21 primary routes located on the Willamette and Deschutes National forests.

Published by the Forest Service, the brochure is available at the Oakridge Ranger Station or at Nordic Ski Patrol Headquarters at the Gold Lake Sno-Park, which is tentatively slated to open during the Thanksgiving holiday period.

(Map titled, Willamette Pass Forest Service Shelters, shows principal trails in the vicinity and shelters: South Waldo Shelter, Gold Lake Shelter, Fuji Shelter, Sno-Park Cabin, Westview Shelter, and Bechtel Creek Shelter. See Appendix A. Following article provides description of each shelter, area, and conditions.)

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November 20, 1988  
Page 5G

### **Forest Service lists shelters for the cross-country skiers**

These are the Forest Service shelters available to nordic skiers in the Willamette Pass region. Before planning a cross-country ski trip in this or any other area, become aware of trail conditions, the exact locations of shelters and the types of facilities they include.

**WESTVIEW SHELTER** – As the closest shelter to the Gold Lake Sno-Park, the Westview Shelter lies  $\frac{3}{4}$  mile south of Highway 58 and is situated in the center of the Westview Loops Trail System, a network of ski routes catering primarily to skiers seeking easier trails or shorter tours. Nearby hills provide opportunities for downhill runs; additional trails head north toward Willamette Pass and south to Pengra Pass.

**BECHTEL CREEK SHELTER** – The newest shelter on the Oakridge Ranger District (not shown on currently available maps), the Bechtel Creek Shelter is located west of Pengra Pass, 2.3 miles south of the Gold Lake Sno-Park. Loop trails provide access from several directions. Due to the hut's location on the shaded north slope of a ridge above the Salt Creek Canyon, drier snow can often be found on nearby hillside for excellent telemark skiing.

**GOLD LAKE SHELTER** – Situated near the outlet on the south end of Gold Lake, this vintage shelter long has served cross-country skiers, primarily as a day-use warming hut. Nearby trails provide access to Marilyn Lakes, the Gold Lake Bog Research Natural Area and the Pacific Crest National Scenic Trail. Gold

Lake lies north of Highway 58, northwest of Willamette Pass. The one-way skiing distance from the Gold Lake Sno-Park to the shelter is 2.2 miles.

**FUJI SHELTER** – Constructed in 1987, the Fuji Shelter sits atop a high ridge north of the Salt Creek Valley and provides a longer tour for experience (sic) skiers to a destination with impressive views of nearby Diamond Peak. Access is either from the Gold Lake Sno-Park, via Gold Lake, the Waldo Lake Road and the Fuji Mountain Trail, a one-way distance of five miles, or from Salt Creek Falls Campground along Highway 58, a one-way distance of four miles with an elevation gain of 1,500 feet.

**SOUTH WALDO SHELTER** – Built in 1935, the South Waldo Shelter perseveres as the area's most remote hut. Its location is at the south end of Waldo Lake at an elevation of 5,400 feet. Approached via the Gold Lake Sno-Park, the route passes Gold Lake, follows the Waldo Lake Road, then swings northwest near Betty Lake, ultimately turning southwest along the shore of Waldo Lake for the final 1.5 miles to the shelter. (It should be noted that the South Waldo Shelter does not include a wood stove.) Total one-way skiing distance 8.9 miles.

Register-Guard  
November 24, 1988  
Page 5B

**Ski areas target families as growth slips  
Locally, Willamette Pass off to a great start this year**

From Register-Guard  
and news service reports

Skiing resorts across the nation are beginning to emphasize family-oriented snow activities as the baby boom population grows older.

Closer to home, the Willamette Pass Ski area always has catered to families, a spokesman says. The problem here has been below-average snowfall in recent years, cutting the ski season short.

Skiers will skitter down snowy slopes across the land this holiday weekend as many resorts open their seasons, but industry executives say they are facing anxious times.

An aging baby boom population and increasing labor and insurance costs are squeezing the resorts, and operators are reaching out to new markets like families to try to stabilize the business.

Since the late 1960s and 1970s, the number of ski areas has declined from 1,400 to about 600, said Jerry Jones, executive vice president of the Vail, Colo., ski operation, which this year became the largest ski resort in the country.

The number of skiers grew at double-digit rates during the 1970s, but the rate has slowed sharply since then.

In the past five years in just Colorado, a half dozen resorts have gone out of business, and up to half of the 28 ski areas remaining are thought to be struggling financially.

The smaller resorts, especially, "have some problems, big problems," Jones said.

Richard Bonebrake, marketing director for the Willamette Pass Ski Area, said the ski area, on Highway 58 about 65 miles east of Eugene, got off to an early start last weekend – a change from last season when the skiing didn't begin until Dec. 12.

"We're off to a great start," he reported. "We had a turnout of about 2,000 skiers over the weekend." The scant snow last year trimmed the Willamette Pass season to 75 days, down from a normal season of 115-120 days, cutting into company revenues.

The National Ski Area Association has launched a major study it hopes will foster a national campaign to attract skiers, similar to generic ads that promote the coffee industry or dairy products.

Kathe Dillmann at the association said the business is just maturing after two decades of rapid growth, and said no one expected the industry to keep up its double-digit growth rate.

"This is a business," she said. "This cycle is not the boom cycle now, but that doesn't mean it's not healthy. All businesses go through that. We have to look for our niche and see what the market is going to do."

One of the biggest problems facing the industry is attracting new skiers.

"In the 1960s and 1970s, the baby boomers grew with the industry," Jones said. "Then the women started dropping out when they reached their 30s and the men started dropping out when they reached their 40s. You just can't invent 17-year-old kids."

As a result, ski areas have changed their emphasis to be more family-oriented. They provide child care, ski programs for youngsters and other winter-related activities such as sleigh rides and ice skating, in addition to restaurants and other amenities for the non-skier.

Child care and ski lessons are old news for the Willamette Pass operators, Bonebrake said. "Willamette Pass in its almost 50 years of operation has always been a day ski area oriented to family skiing activities, and teaching youngsters how to ski," he said.

Free skiing lessons are provided every morning to anyone holding a lift ticket and free day care is available for children "so mom and dad can get out on the slopes," he said.

Jones says there is a trend toward specialized ski resorts resembling theme parks.

"You can already see this happening," he said, offering several examples from his home state. "Steamboat Springs is a Western ski resort, Vail is a Bavarian theme resort, Aspen is a Victorian theme resort. I think you'll see more specialization, such as a resort for the elderly, or for beginners only."

A religious ski resort even has been tried, offering an alcohol-free environment and church services after skiing. However, the resort says it may close because of financial problems.

Stephanie Nora of Colorado Ski Country USA, which represents the 28 resorts in Colorado, said many resorts are offering innovative pricing to lure skiers, selling advance tickets through grocery stores and convenience stores, multi-day packages and other options.

"It's like taking a flight. No one calls up the day before going on a trip and says they want to pay full price. They call up a few days before and say they want a discount," she said.

"That's what ski areas are doing."

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January 1, 1989

Page 2F

**OUTSIDE**

**New routes join Blue Ski Lake Trail**

By Doug Newman

For the Register-Guard

(Photo captioned: Skiers sample snow along the Island Lake Trail)

**AH, NOSTALGIA!** Back around Thanksgiving, when snow first frosted firs along the Cascade crest, a fit of ski fever swept over me like the winds of winter. Though a lamentable condition, a cure exists.

Once the malady has been diagnosed, drive immediately to the nearest patch of skiable snow for a few hours of slide and glide, deep in the pristine quietude of the snow-locked forest.

I decided to commemorate my 21st season as a nordic skier with a celebratory tour along the venerable Blue Lake Trail, a cross-country ski route gracing the western edge of the Deschutes National Forest just east of Santiam Pass.

I had not skied the trail in more than 10 years. But rosy memories of powdery descents down untracked virgin slopes enhanced the trails appeal, so I eagerly sought it out.

Alas, you cannot go home again. Like a lot of aging early-day ski tourers, the Blue Lake Trail is still out there, but gradually sinking into obscurity, recently eclipsed by a new trail system catering specifically to the needs of modern nordic skiers.

Which is not necessarily bad. But for an old-timer change comes slowly and required a few adjustments.

While the original Blue Lake Ski Trail can still be followed as in the past, today most nordic skiers using the route intersect the trail at its midpoint, approaching from Corbett Sno-Park, a skier-friendly parking area located approximately three miles east of Santiam Summit, just off Highway 20.

Primary access to the Blue Lake Trail and a network of other ski trails is via the Island Lake Trail, which originates at Corbett Sno-Park.

From the sno-park terminus, the Island Lake Trail follows a snow-in forest road, crossing the Blue Lake Trail and continuing south to Island Lake and Link Lake. Other trails spread out generally to the west, leading to three trail shelters and to the Ray Benson Sno-Park adjacent to Hoodoo Ski Bowl.

As a result of recent developments, trip options are open-ended, depending on available time and skier abilities. Possible destinations for single-day tours include:

- \* Island Lake, skiing distance is 4.4 miles, round trip.
- \* Blue Lake / Suttle Lake, skiing distance is 4 miles, one-way downhill (from the upper trailhead), or 3.3 miles, one-way (From Corbett Sno-Park).
- \* Island Junction Shelter, via the Island Lake Trail; skiing distance is 7 miles, round trip.
- \* Brandenburg Shelter, via Island Lake Trail and the Circle Lake Trail's south loop; skiing distance is 12.5 miles, round trip.
- \* North Blow-out Shelter, via Island Lake Trail and the Circle Lake Trail's north loop; skiing distance is 12 miles, round trip.

While skiers have used the Blue Lake Trail in recent generations, the route was originally blazed in the late 1800s to assist sheep herders who grazed flocks in summit meadows during summer months. In 1902, more than 50,000 sheep reportedly were pastured on U.S. Forest Service grazing allotments throughout the Oregon Cascades.

Beyond assisting sheep herders, the Blue Lake Trail has another historical connection. Near its upper end, the route intersects the remnants of an old railroad grade, built under the direction of Col T. Egerton Hogg., a would-be railroad tycoon who hoped to establish a rail line connecting Willamette Valley population centers with Eastern Oregon. The project failed, but portions of the railroad grade now serve winter recreationists as a nordic ski trail.

Below the intersection with the Island Lake Trail, the Blue Lake Trail drops 2.8 miles, passing through tiny Corbett State Park and joining a network of machine-groomed cross-country ski trails established by the Blue Lake Nordic Center. The center has its headquarters between Blue and Suttle lakes, approximately seven miles east of Santiam Pass.

Offering a wide range of services geared to Nordic skiers, including groomed trails, rental equipment, ice skating, instruction and sno-cat rides to more distant touring trails, the Nordic Center functions in association with Blue Lake Resort. Trail fees run \$1-\$4 per day depending on the number of trail miles currently being groomed.

For additional information on groomed trails and related services, contact the Blue Lake Nordic Center at 1-(503)-595-6675.

**FINAL TIPS:** Skiers intersecting the groomed system near Corbett State Park may continue skiing to the Nordic Center without charge, though a trail pass should be purchased if you opt to ski additional groomed trails in the area.

For nordic skiers who are not enthusiastic about snowmobiles, be advised that some trails in the area are officially designated as routes for both motorized and non-motorized users.

To help chart trips to the region served by Corbett Sno-Park, a free map-brochure titled "Santiam Pass Winter Recreation Area" is available from Willamette National Forest Headquarters, located in Eugene's federal building, 211 East Seventh Avenue. Two versions of this brochure have been produced. Be sure to acquire the updated edition, since new trails and shelter locations have been added which do not appear on the older map.

*Doug Newman of Eugene writes a weekly outdoor recreation column for The Register-Guard.*

Register-Guard  
February 28, 1989  
Page 6A  
(Advertisement)

### **SKI WITH THE STARS!**

Twilight skiing every Wednesday thru Saturday night at Willamette Pass NOW thru MARCH 25th!

Come out this week and ski with the stars! from now through March 25th you can work on your night moves at Willamette Pass, under the lights!

Wednesday through Saturday, 12:30-9:00 p.m.

### **THE WILLAMETTE PASS WINTER EXCHANGE**

Take your lift ticket to participating Burger King restaurants in Eugene, Springfield and Roseburg and you will receive one **FREE** medium Pepsi! And while you're at Burger King pick up a special Twilight Skiing discount coupon and **SAVE** \$3.00 next time you ski the twilight at Willamette Pass.

Lift Ticket with discount coupon: \$13.00\* (SAVE \$3)

Discount coupons good January 1 – March 25th, 1989

\*Limit one coupon per person 13 years of age and older.

For daily ski conditions call  
**345-SNOW**

Register-Guard  
March 21, 1989  
Page 4C

### **Funding needed for Eugene skier**

(Photo captioned: **Kurt Harland** *Chosen for U.S. team*)

Kurt Harland is good enough and fast enough – to have traveled 116 mph on a pair of skis.

The Eugene resident, in fact, is good enough and fast enough to have been named to the United States speed skating (sic) team- the nation's first – that begins competition next week on the World Cup tour in Europe.

But before the after-burners can kick in and the snow melts in his wake, Harland said he needs a boost in the bank department.

The price for competing in the March 26-June 4 tour that includes four qualifying races and five races with stops in Norway, Sweden, Finland, France and Italy is somewhere in the neighborhood of \$5,000.

"And that's rock-bottom," Harland said. "I can put the cost of the plane ticket to Norway on my card, but after that I need help with lodging, food, entry fees and so on."

Members of the U.S. team are on their own when it comes to funding. Currently, there is no money pool available for the American skiers. Thus, the requests for help in terms of sponsorships, donations and so forth.

This is the first season of the World Cup speed skiing tour, an event sanctioned by the International Ski Federation (FIS) and one that replaced the former Grand Prix circuit.

Harland, 26 and a 1980 South Eugene High School graduate, is one of seven skiers who were chosen by the United States Ski Association (USSA) for the U.S. team. He qualified for the team with his clocking of 116 mph during a competition in France in 1986, with his top-20 finishes during the 1986-87 Grand Prix tour, and with involvement in speed skiing as a race representative and event organizer.

Harland said he's been instrumental in the development of the speed skiing events at Willamette Pass where he has worked the past six years as a ski instructor.

Harland's interest in speed skiing surfaced after his first race at Mont Bachelor in 1984 when he sped down the slope at 70 mph.

"To me, it was like those guys flying around the movie 'Top Gun,'" Harland said. "You push yourself and your equipment to the limit and your heart beats a little faster. I was hooked."

Speed skiing is in the early stages of establishing its credibility, but it will be a demonstration sport at the 1992 Winter Olympic Games in Albertville, France.

"Speed skiing is relatively new," Harland said, "but Oregon is one of the better places for the sport. It has some great tracks. My making the U.S. team might help get a World Cup speed skiing tour stop at Willamette Pass in the future."

Persons or businesses interested in assisting Harland financially with tax-deductible donations can contact him by calling 683-8417 before Friday, when he is scheduled to leave for Norway and the first stop on the World Cup tour.

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Page 5C

### **Ski Patrol test scheduled**

Willamette Pass Ski Patrol will hold a ski test Saturday for candidates who want to serve on the patrol during the 1989-90 season. The Willamette volunteer group, which is affiliated with the National Ski Patrol, will conduct a test at 10:30 a.m. at Willamette Pass Ski Area. A lift ticket and a \$5 registration fee is required. Contact: Lee Lashway at 485-0220 or 485-0219.

Register-Guard  
August 8, 1989  
Page 5D

### **Outdoor Digest**

#### **Top world speed skiers due at Willamette Pass**

Willamette Pass Ski Area has been selected to be the host for the first International Skiing Federation World Cup Speed Skiing event to be held in North America.

About 125 of the world's top speed skiers will compete in the March 5-11 event. Among them is expected to be the world record holder Michael Prufer, who has gone 139 mph. Meanwhile, the United States Ski Association has awarded the national speed-skiing qualifying event to Willamette Pass. The national qualifier will be held the week prior to the world cup competition.

In speed skiing, contestants try to achieve the highest speed while being timed through a 100-meter long "trap."

Skiers are expected to hit speeds in excess of 100 mph on the Willamette Pass course, about 70 miles southeast of Eugene on Highway 58.

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August 29, 1989  
Page 5D

### **Outdoor Digest**

#### **Ski patrol honored**

The Willamette Pass Ski Patrol has been named the "Outstanding Ski Patrol of 1988-89" by the Pacific Northwest Division of the National Ski Patrol System at the group's annual convention held recently in Bellevue, Wash. The organization cited the Willamette Pass Ski Area's volunteer patrol for its excellent first aid capabilities and its high overall training standards.

Register-Guard

November 19, 1989

Section F – WINTER OUTINGS (11 pages)

Page F1

(Large photo of downhill skier captioned: Guide for Mt. Bailey Snocats, Matt Stembler, skis through powder above Diamond Lake east of Roseburg.)

See microfilm at Eugene Public Library or University of Oregon Library for viewing of all pages. The following is a list of the articles on each page:

Page 1F

The skiers will be there . . . when the snow arrives

More Winter Inside

Page 2F

Get in shape before hitting the slopes

Page 3F

Resorts offer varied menu for snow-hungry skiers

(List of all resorts, facilities, conditions.)

Page 4F

It's easy to get off the beaten track

ULLR Ski unique family business

Page 5F

Icy road can put outing on the skids

Bandon offers coastal winter hideaway

Page 6F

Invention came at just the right time

Eugene man markets handy ski pole watch at home and abroad

Page 7F

Officials gear up for snowmobile boom

Page 8F

Oregon Cascades Sno-park sites (map)

You'll still have to pay to park in many winter recreation areas

Neon's out in the world of ski fashion

Page 9F

Don't stow camping gear away

Cold weather doesn't signal end of camping season for the hearty

Page 10F

Ski areas make learning experience an easy one

List of ski areas and ski school programs.

Page 11F

Rentals make it easy

Needing good gear? Shops can help out

Reserve Jan. 19 as a day to ski free

(National Learn-to-Ski Day promotion throughout the nation by ski areas belonging to the United Ski Area Industry Association. For first time skiers. Provided by Hoodoo and Mt. Bachelor.)

Page 12F

Winter doesn't have to put a chill into angler's plans

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Page 12F  
(¼ page Willamette Pass Ski Area advertisement)

### **Willamette Pass . . .**

#### **We Have a Lot**

#### **To Offer!!**

- **A Little Over 1 Hour from Eugene**
- **4 Chairs Serve 18 Runs for the Beginner to Expert**
- **Free Day Care**
- **Night Skiing Each Friday and Saturday**
- **20 km of Groomed and Tracked Nordic Trails**
- **Fun for the Whole Family**

(Graphic of a wire bale type ski ticket reading)

#### **For Only \$16 Lift Ticket Price**

Host of the 1990 World Cup Speed Skiing Championships

If you thought Willamette Pass was a small time ski area with out-dated equipment you're in for a big surprise. We have 3 tiple chairs, a double chair just for beginners, a spacious day lodge, the latest in grooming equipment, and it's all less than 7 years old. Our 18 exciting runs serve skiers of all abilities whether you're a beginner on Sleepy Hollow or an expert on RTS. If you're looking for a real challenge, we can give you some of the steepest slopes in the Northwest. If you're a first time skier, rent equipment from Willamette Pass and get a **Free** group lesson. And with **Free Day Care\*** for children 2 ½ - 10 years, you can't find a better offer anywhere.

This year come to Willamette Pass and **Ski It to Believe It!**

\* Registrations required.

Now a member of the Oregon State Sno Park System Sno-Park Permits required.

Register-Guard  
November 28, 1989  
Page D1

### **OUTDOORS**

#### **Willamette patrol honored**

#### **Named best in the Northwest**

By Bob Rodman

The Register-Guard

It's a good bet the only thing worse than being injured while you area skiing is being lost when you are injured while skiing.

But such developments seldom occur.

For instance: During the 1987-88 ski season at Pacific Northwest ski areas, there were only 3.3 mishaps on the slopes for every 1,000 skiers – an average below the national mark of 3.5 per 1,000.

“And very few people get lost,” said Laurie Monico, director of the Alpine Ski Patrol.

She ought to know. It's her job, as well as the job of her 46 patrol mates, to help injured skies, to find lost skiers, or to do both at the Willamette Pass Ski Area.

And if your skis go one way and you go another while hurtling down the hill, it might not be a bad idea for it to happen at Willamette Pass – home of the Alpine Ski Patrol that was named the best at its business last season in the Pacific Northwest and one of the 10 best in the United States.

“It’s a very nice plum and it is an award not to be taken lightly,” said Myer Avedovech, director of the Pacific Northwest Division of the National Ski Patrol.

The Alpine outfit was in competition with 41 other patrols in the division for the award.

“The other patrols were good,” said Avedovech, of Bend. “But the Willamette Pass patrol (Alpine) was head and shoulders above them.”

The ski patrol concept was born in the 1938, the brainchild of one Charles Dole, who himself was carted off a Vermont mountain on a piece of corrugated tin roofing after breaking an ankle. It took little convincing that there had to be a better way to be rescued.

By the 1980s, the National Ski Patrol numbered 25,000 members and had affiliated operations throughout the country.

Today, there are 2,200 patrolers (sic) in the Pacific Northwest region alone, and 47 of them comprise the Alpine Ski Patrol.

But prior to 1983, before the first chairlift was constructed at Willamette Pass Ski Area, things were a bit more low key. Ski patrol members numbered 20.

“In those days,” said Monico, a 31-year-old Eugene fitness consultant, “a pair of skis and a first-aid card would get you on the ski patrol.”

No longer.

“As the mountain (Eagle Peak) got bigger, we had to improve our skills to keep up with the growth (of the ski area),” added Monico, who moved west from Massachusetts to attend the University of Oregon and has skied “since I was able to walk.”

The Alpine Ski Patrol has come a long, long way in its 40 years on the mountain.

Former directors Hal Duncan and Dave Brown, said Monico, helped build the patrol’s foundation. Monico has helped add the finishing touches and provide maintenance.

The Alpine Ski Patrol, like the Willamette Backcountry Ski Patrol (which also works the Willamette Pass area and may soon merge with Alpine), has a working agreement with the Willamette Pass Ski Area.

“Our basic services are to provide emergency medical care to injured skiers and provide evacuation from the hill for the injured skiers,” explained Monico, who said the patrol

**Turn to WILLAMETTE, Page 5D**

**WILLAMETTE Continued from Page 1D**

usually has 10 patrollers on the hill and two in the patrol room at the lodge on weekends.

“But there’s a lot more to it.”

A lot more.

“We try to ensure that everyone skis safely,” she said.”

That in itself is no small task. On an average weekend day of skiing in December and January at Willamette Pass, some 2,500 skiers test their skills on the mountain, according to Dick Bonebrake, marketing coordinator for (obscured)

“We also try to insure that they hill is safe by keeping an eye out for hazards,” Monico added.

The “contract” Alpine Ski Patrol has with Willamette Pass, in turn, provides ski patrol members with free-of-charge skiing.

“To us, the ski patrol is an instrumental part of our area,” Bonebrake said. “We view the ski patrol as much of a public relations specialist as it is a first-aid provider. They help guests, answer questions about skiing, help with safety information and give directions as well as responding to injury situations.

“We try to recognize their reasons for volunteering, that they want to have fun and ski, too, but this patrol (Alpine) is a solid group.”

Added Monico, “We get skiing privileges, but we do a lot of work.”

Members are asked to put in a minimum of three days a month on the hill, work 10 hours at the patrol’s ski swap, attend the two-day refresher course and attend any of the patrol’s meetings.

“That’s to keep your card,” Monico said. “But we wouldn’t be the patrol we are if that’s all we did.”

And that coveted award would not have skied its way into the patrol’s trophy case, either.

The Alpine Ski Patrol first picked off the top patrol award for the Oregon Region, one of four in the Pacific Northwest. It then moseyed into the winner’s circle at the division level.

So what does the Alpine Ski Patrol do to warrant such accolades?

It makes oral and written presentations to committees at each level and then waits for the word.

And how do the committees decide who is best?

“There are a number of criteria,” Avedovech said, “including the number of patrolers (sic) the number of patrol days put in, turnover, rescues, innovative ideas, how well the patrol related with the ski area’s management, the number of instructors for first aid, the number of emergency medical technicians and how many problems a patrol has and how it overcomes them.

Most of the Alpine Ski Patrol is made up of men. Members, including doctors and lawyers, range in age from 25-years old to persons in their 50s, Monico said. Members earn their cards by first passing a ski test and either having an advanced first-aid card or being at emergency technician level 1 or beyond, or taking the National Ski Patrol first-aid class.

It didn’t hurt the Alpine Ski Patrol’s bid for recognition by having two emergency room physicians and five paramedics on its roster.

“We have a pretty high level of emergency medical training on the hill,” Monico said, “and that’s pretty reassuring on both sides.”

Incidents on the hill are somewhat infrequent, Monico said.

“Maybe we’ve been lucky, but it seems as though we only get a couple of serious injuries a year. Most are like twisted knees. We haven’t had a life threatening injury for several years.

That may be the case, Monico added, because the patrol spends a good deal of time dishing out preventative medicine.

“We try to keep people informed, try to keep people skiing in control, plus the hill is better groomed, the snow conditions are better and the ski equipment is so much better.”

Attending to the injured on the mountain slopes, Monico said, contains the same concerns as attending the injured anywhere else.

“These days,” she said, “It seems like anybody can sue anybody. It’s always a scary issue to talk about.

“We try to provide above-and-beyond-the-call-of-duty training and show good, caring consideration,” Monico said. “We try to stay away from the legal thing by providing as much help as we can.”

The plan has worked.

“We’ve never been sued,” Monico said, smiling.

(Page 1 Captioned photo: Alan Peterson gives verbal statement prior to a chair evacuation.)

(Second Page 1 captioned photo: Willamette Ski Area patrolman Mike Boggs practices a self evacuation from a chair lift on Eagle Peak)

(Page 5D captioned photo: Three-year veteran Susan Bateson (left) teaches candidate Kris Sanburg the finer points of belaying)

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November 28, 1989

Page 5D

### **The skier’s code of responsibility**

Skiing, quite obviously, is no walk in the park on a summer day. It’s more like a winter trip down a snow-covered mountain on two rail-like pieces of fiberglass and the wind blowing in your face.

“And there is a risk,” said Laurie Monico, director of the Alpine Ski Patrol that work the Willamette Pass Ski Area. You can’t deny that.

“But if you act sensibly and take on the responsibilities,” she added, “the risk can be minimized.”

The Alpine Ski Patrol, which was named the top patrol in the Pacific Northwest and one of the nation’s 10 best in the National Ski Patrol System, is charge with providing emergency medical care to injured skiers and with providing evacuation from the ski area for injured skiers.

But, Monico said, the patrol also spends much of its time keeping skiers informed of how they can keep themselves from becoming a skiing stastic.

It's called the "Skier's Responsibility Code" and it reads:

- \* Ski under control and in such a manner you can stop or avoid other skiers or objects.
- \* When skiing downhill or overtaking another skier, you must avoid the skier below you.
- \* You must not stop where you obstruct a trail or are not visible from above.
- \* When entering a trail or starting downhill, yield to other skiers.
- \* All skiers shall use devices to help prevent runaway skis.
- \* You shall keep off closed trails and posted areas and observe all posted signs.

Trails and slopes at Willamette Pass Ski Area are marked by signs.

A slow skiing area is designated by a yellow diamond-shaped sign.

A green circle designates easier trails and slopes.

A blue square-shaped sign designates more difficult trails but not the most difficult.

A black diamond-shaped sign designates the most difficult trails and slopes.

A triangle-shaped sign with a red border and exclamation point on a yellow background is a symbol warning of an obstacle ahead, that skiing with caution is a must.

According to Monico, the Willamette Pass Ski Area totaled 70,000 skier days for the 1988-89 season.

Of the some 300 injuries, she said, "about 75 percent of the people were able to walk out of the patrol room at the lodge."

Among the more important tips the patrol can provide a skier, she added, is to avoid drifting into an area unfamiliar to you.

Last February, Monico and several of her patrolers (sic) – though not structured for search and rescue operations – did just that to save a 12-year-old boy who had skied into an area north of the mountain and was reported missing.

"We found him about 9 o'clock that night," she said, "tried to find a way out during the night and finally reached the lodge about 10 the next morning.

"It's anybody's guess as to what could've happened but we went out, did our job and everything turned out fine."

**State's ski resorts face winter of discontent**  
**Lack of snow melting hopes for big season**

By Paul Denwiddie  
The Register-Guard

(Large photo with caption: Bill Desser of Willamette Pass Ski Corp. removes a sheet of plywood from a run at the ski area. A snow drought has left slopes bare at most of the state's ski resorts, worrying operators.)

(Inset box listing:

**Top Oregon ski areas**

- **Mount Bachelor**, 22 miles southwest of Bend. Lift-ticket sales in 1988-89 were 606,415.
- **Mount Hood Meadows**, 11 miles east of Government Cap. Sales were 3320,340.
- **Multorpor Ski Bowl**, 53 miles east of Portland. Sales were 168,232.
- **Timberline Lodge**, 60 miles east of Portland. Sales were 165,000.
- **Mount Ashland**, 18 miles south of Ashland, Sales were 79,836.
- **Willamette Pass**, 70 miles east of Eugene. Sales were 78,864.
- **Hoodoo Ski Bowl**, 85 miles east of Eugene. Sales were 52,621.

Source: U.S. Forest Service)

(Main article:

With most of the state's ski slopes shut down and no large snowstorm expected before Christmas, ski resorts are bracing for a winter of tough sledding.

"It's not a disaster yet, but we're not smiling," says Jodi Gehrman operations manger for Mount Hood Meadows. "We've missed some big days."

Ski resorts typically do one-third of their business before New Year's Day according to Mel Borgersen, president of Pacific Northwest Ski Areas Association, a trade group based in Seattle. But most of that business is done in the week after Christmas, which is why resort owners are still optimistic that the season can be saved.

At Hoodoo Ski Bowl at the summit of Santiam Pass, for example, the week after Christmas accounts for as much as 25 percent of the resort's annual business, according to office Manager Nancy Obymako. "If we can open by Christmas, we'll be OK," she says.

Unfortunately, a white Christmas is still an iffy proposition, Rick Holtz, a forecaster for the National Weather Service, says a large Christmas snowfall is possible in the mountains, but he expects mostly dry weather in the interim.

"It's pretty barren," he says. "Even at Creater (sic) Lake which is pretty high elevation, there's only 6 inches of snow. usually at this time of year, there's 2 to 3 feet.

Borgersen says the snow drought has affected the entire West, including slopes in Colorado, California, Utah and Idaho. "This is one of the most widespread droughts in the last 30 years," he says.

As of Wednesday, five of Oregon's top seven resorts were closed to skiing, and the other two – Mount Bachelor in Bend, and Timberline on Mount Hood – had only a few lifts operating.

But to keep even these few slopes open has taken a major effort. At Mount Bachelor, for example, crews are moving 300 cubic yards of snow each night, with additional help coming from a new \$17,000 snow maker.

The lack of snow mostly hurts skiers, and lots of them. A recent study by the University of Oregon's Community Planning Workshop estimates that 75,000 to 150,000 Oregonians ski regularly.

Barren slopes also affect the economy. Skiing in Oregon is a \$150 million industry, according to David Povey, the UO professor who directed the study.

A bad year, says Povey, could lop \$24 million off industry revenue. Such a loss is small when compared to Oregon's total economy, which runs in excess of \$41 billion annually, but it's important to many resorts and retailers.

According to U.S. Forest Service data, the difference between a good season and a poor season has a huge effect on resorts. For example, the winter of 1985-86, which was only moderately poor as ski seasons go, recorded 317,434 fewer ski-ticket sales than in 1988-89, a very good ski year.

When you consider the UO finding that day skiers spend an average of \$35 during a day of skiing and overnight skiers spend nearly \$120 a day, the dollars add up.

Most of these dollars never reach the resort, however. In 1988, Povey says, Oregon skiers spent \$60 million in ski shops, \$46 million on support services such as motels and gas stations, and \$36 million at the ski areas themselves.

Nonetheless, good ski resorts can be very profitable. Borgersen, a consultant for ski resorts, says the average return on investment for owners of ski slopes is 5 percent to 6 percent, but the better slopes will earn 20 percent or more.

"If you do it well, it can be very profitable," he says.

Such profits weren't always the case, however. In the '60s and early 70s, Borgersen says 50 to 60 new ski resorts opened every year. So by the mid-1970s, there were 1,400 resorts nationwide. Many of these resorts were poorly managed or poorly sited and lost money, he says. As a result, only 750 resorts still operate, but Borgersen says these are mostly profitable.

Oregon's ski industry is far smaller than premier skiing states such as Colorado, but the state's resorts are experimenting with marketing programs to bring in skiers from as far away as Los Angeles, including cooperative agreements with airlines to schedule regular flights to resort cities.

According to the UO study, out-of-  
Turn to SKI, Page 6C  
Ski Continued from Page 1C

state skiers spend twice as much per day in Oregon as the average out-of-state visitor.

The retailing sector of the ski industry has been remarkably resilient, judging from the comments of local merchants. While ski rentals are down, clothing and equipment sales are mostly good. Chris Stowell, manager of Berg's Ski Shop in Eugene, says sales are running close to last year's average. Last year was an extremely good year, he says.

Eric Anapol, manager of Mogul Moue Ski Shops in Springfield, says sales are steady, if not strong. Doug Clark, manager of ULLR Ski & Sport Shop in Eugene, says sales are actually up at this store, although he says part of that increase is probably due to the store's new location.

Others, however say sales are well off last year's pace. And everyone is still hoping for a white Christmas.

Register-Guard  
December 30, 1989  
Page B1

### **Lack of winter snow could mean dry summer**

By Eric Mortenson  
The Register-Guard

No one is punching the panic button, but the lack of snow that's killing ski resort operators this season could lead to water shortages this summer affecting farmers, boaters, anglers and forest fire fighters.

Surveys conducted this week by the U.S. Soil and Conservation Service show that the snowpack in the Oregon Cascades is only 21 percent of normal for this time of year, said Stan Fox, the agency's snow survey supervisor in Portland.

A survey team at Mount Hood on Thursday found snow 18 inches deep and with a water content of 6.5 inches, the second lowest water reading recorded in the last 50 years, Fox said Friday.

"The Mount Hood reading being so low in the mountains and precipitation not that good for the last few months, it paints a pretty dry picture for stream flow this summer," Fox said Friday.

The Mount Hood reading, while only 27 percent of normal for this time of year, is better than the 21 percent figure statewide, he said.

“With the snowpack being so low in the mountains and precipitation not that good for the last few months, it paints a pretty dry picture for stream flow this summer,” fox said.

Oregon’s winter snow and rains feed a system of rivers, streams and reservoirs that provide water for drinking, irrigation, electrical power, wildlife habitat and recreational uses. In addition, rain and melted snow that seep into the forest floor retard the spread of forest fires.

“The ski operators, I really feel for those folks,” Fox said. “When you talk about irrigation water and power production, that’s not an immediate thing – they have several months to catch up. But with ski operators, what they have now is what they have to work with.”

What they have now is not much. Willamette Pass on Highway 58 was open for a couple of days earlier this month but is closed now. Mount Bachelor in the Bend area is open but had only a 16-inch snow base as of Friday afternoon.

The state would have to experience precipitation 150 percent above normal during the next few months to reach the amount of water the mountains usually hold going into a summer, Fox estimated.

“The big thing is to break up this weather pattern,” he said, referring to the prolonged dry spell.

That’s not likely to occur soon. The National Weather Service station in Eugene is predicting rain in the valley and snow in the mountains by Sunday afternoon or Monday, but the precipitation is riding a weak front that will die out in 24 to 48 hours.

More dry weather is expected after that forecaster Dave Parmenter said.

“It looks like the next dry spell will last awhile,” he said. “I’m sure we’ll break down and get some winterlike weather but I don’t see it in the near future. We’ll be well into January before we get any of that kind of weather.

Lifelong Oakridge resident Ron Paddock said

#### **Turn to SNOW, Page 2B**

#### **SNOW Continued from Page 1B**

he was cutting greens at 5,200 feet elevation outside Oakridge this past week and found only patches of snow where there usually is 3 feet by this time of year.

“If there have been other years with such a little amount of snow at that elevation, I don’t remember it,” he said. “I was amazed.”

The U.S. Army Corps of Engineers, which manages seven reservoirs in the Upper Willamette River system, won’t start worrying about the lack of precipitation for another month, said Dick Lamster, the corps’ natural resource manager for the area.

Only Lookout Point and Hills Creek reservoirs are heavily dependent on snow melt, he said.

The reservoirs are at “minimum pool” now, and the corps will begin filling them for summer storage in February, he said.

“At that stage, we’ll get worried” if dry conditions persist, Lamster said. “But it can still rain all through June.”

An informal “drought council” of state and federal agencies that manage the state’s water supply probably will meet in January to assess the situation, said Bill Young, director of the Oregon Water Resources Department.

“It is early in the season. A lot of things can happen between now and April,” he said. “What we do know is that as of the first of January, it’s not looking very good.”

Young, accompanied Fox on the snow survey trip to Mount Hood on Thursday.

“It was really startling to me how bare the mountain was,” he said. “A guy has to know we’re a little bit in the hole right now.”

Register-Guard  
February 1, 1990  
Page 1A

Photo Caption: Richard Palmer of Florence spent his day off skiing in knee-deep powder at the Willamette Pass Ski Area on Wednesday.

### **Ski area opens at long last**

#### **Willamette Pass snow provides howling good time**

By Lance Robertson  
The Register-Guard

Richard Palmer and Bill "The Cruiser" Kruse carved sweeping S-turns in the foot deep powder blasting snow out from their skis with each successive brushstroke. Halfway down the hill, Kruse took a header, pulled himself up and shook the powder off his beard and hair like a sopping-wet dog.

He howled like one, anyway. Howled with glee.

"Unbelievable," he said of the 2 feet of snow that had fallen in the last several days at the Willamette Pass Ski Area, which finally has opened for the season.

Palmer and Kruse took Wednesday off to drive 2 ½ hours from Florence to Willamette Pass, about 70 miles southeast of Eugene. "I knew the snow had stockpiled for a few days," Palmer said, "so I knew the skiing would be fantastic."

Willamette Pass usually opens around Thanksgiving, but a lack of snow has kept it and a few other ski areas in Oregon closed most of the season. Willamette Pass opened Sunday after a heavy dousing of snow. The slopes were closed as usual Monday and Tuesday, then reopened with more new snow Wednesday.

"Wednesday's a great day to come because if any snow has fallen since Sunday, there's plenty of untouched powder," Palmer said.

Raquel Carter, spokeswoman for Willamette Pass said the

### **Turn to SKI, Page 4A**

#### **SKI Continued from Page One**

Recent snowfall puts the ski area back in business for the remainder of the season. Recent snows pushed the base to 58 inches Wednesday.

"There are lots of positive attitudes around here today," she said.

More snow is on the way, too, according to the National Weather Service, which on Wednesday predicted another foot of snow overnight in the Cascades and continued snowy conditions at least until the weekend.

A dusting of snow was predicted for the Eugene-Springfield area at about 500 feet this morning. However, no snow was expected on the valley floor. Rain and more rain is the outlook for the valley through the weekend, said Dave Parmenter of the National Weather Service.

Willamette Pass sold 400 tickets Sunday and 140 Wednesday, Carter said. Wednesday's total didn't include season ticket holders or tickets purchased at retail outlets in Eugene, Springfield and other locations.

Last year, Willamette Pass sold more than 78,000 tickets. With all but about two months of the ski season down the drain, Willamette Pass will be hard pressed to come anywhere close to that.

"We're just glad to finally get some people up here," Carter said.

The ski area is hoping that the World Cup speed skiing championships March 1-10 will help boost attendance figures, she said.

The ski area has to train some new workers, Carter said, because some employees who had counted on working there this winter found jobs elsewhere during the lengthy shutdown.

On Wednesday, workers continued to work on equipment, fine-tune the lifts, test lights for night skiing and get the kitchen in the day lodge up and running at full speed.

Most of the skiers didn't seem to care much about the previous lack of snow or logistical problems with getting the area up and running again. They were just glad to be skiing - or trying to ski.

"I kind of wonder if I remember how," Jim Stohler of Cottage Grove said after he and his daughter pulled into the parking lot a half-hour before the lifts opened.

He took up skiing last year, and this was his first outing of 1990. Stohler surmised that a few runs down Duck Soup, a beginner run, and he'd get his "ski legs" back.

While good news to skiers, the new snow also is helping the Cascade snowpack, said John Lea, a hydrologist with the U.S. Soil and Water Conservation Service in Portland. Based on automatic readings, the snowpack in the Willamette River basin rose to 63 percent of normal on Wednesday, up from just 27 percent of normal on Jan. 16, Lea said.

On Mount Hood, the snowpack is 80 percent of normal, up from 31 percent in mid-January. Crews were up in the mountains Wednesday taking more measurements, he said.

More snow likely will boost the snowfall to near normal, but Lea said a lot more is needed to avoid any water shortages or possible drought situations next summer.

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Photo Caption: **Catching big air**

Santini Satiaga, on a winter break from South Lake Tahoe, Calif., soars out of the snow boarding tube at Willamette Pass Ski Area on Monday. After a dry early season, Willamette now has an 88-inch snow base. The weather forecast calls for rain or snow tonight in the Cascade range and freezing levels near 4,000 feet. In the Willamette Valley, rain is forecast with high temperatures nearing 50.

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February 25, 1990  
Page 2E

**Cascade ski areas playing catch-up this year**

**From Ski Level to Sea Level:**

Mike Stahlberg

Area ski resorts are still digging out of the financial hole created by the eight-week Snow Drought of '89.

While Cascade snow depths are now near normal, skier visits at Mount Bachelor are down 30 percent from a year ago, resort spokesman Jeff Lotking says.

That sounds bad, unless you recall that the resort was down 60 percent through Dec. 31. (At least Mount Bachelor (sic) had a December. Hoodoo and Willamette Pass didn't.)

"We've rebounded quite a bit in the last seven or eight weeks," Lotking said. "January was about even with last year. We're ahead of last year's figures for February and we expect to continue to gain ground over the next month and a half."

One factor in Bachelor's favor this year: Easter falls on April 15, two weeks later than last year. That helps string out the season, particularly for California skiers who view Easter vacation as the season finale.

Speaking of California, the new daily airline service linking Redmond with Los Angeles (and Seattle) played a significant role in February's rally, Lotning says. Subsidized by Bachelor and several resort hotels, the Alaska Airlines planes flew nearly empty when lack of snow was a problem. Now they're bringing "anywhere from 100 to 170" out-of-state skiers a day.

**At Hoodoo Bowl and Willamette Pass**, meanwhile, skier visits in February have been more like a typical January, reflecting the pent-up demand.

Hoodoo attendance is about 30 percent of what it was last year at this time. Not bad, considering the ski area has been open 25 days this season, compared with 83 days a year ago.

Skier enthusiasm is still running high, marketing manager Nancy Obymako says.

Over the three-day Presidents holiday last weekend, "we did 50 percent more skiers than the year before," she said.

Willamette Pass Ski Area, meanwhile, is finishing off a "very strong" February, says marketing manager Dick Bonebrake. As of Thursday, Willamette had about 17,000 skier visits, compared to 10,000 last February.

Willamette, of course, got in only two days of skiing prior to Feb. 1.

Both Willamette and Hoodoo hope to be operating well into April.

“We’ve said at this pint that as long as the interest is there, we will continue to stay open,” said Obymako. A decision on just what shape the extended schedule will take is expected to be made in the net week or so.

\* \* \*

(Following articles under title of **Ocean Salmon Anglers**. . . .)

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February 27, 1990  
Page 5D

## **OUTDOORS**

### **Some items are still worth it the second time around**

Doug Newman

**Every so often**, surveying the shifting tides of journalistic flotsam that ebbs and flows across my desk, I decide to go beachcombing. My quest is for ‘updates,’ new pieces of information that pertain to news topics previously reported. Today’s offering expands on two recent columns.

\* Last month, I wrote a piece that focused on Santiam Lodge, a rustic mountain inn built by the Civilian Conservation Corps in the late 1930s near Santiam Pass.

Administered by the Willamette National Forest, the lodge is currently vacant and forest Service officials are undertaking a study to ascertain options for the facility’s future use.

Recently, I received news of a second ski lodge needing renovation in the Deschutes National Forest, west of Bend, Skyliner Loge, another CCC-built structure, needs help. Forest Service official are seeking input concerning appropriate future uses for the structure.

Built in 1936, Skyliner Lodge is listed on the National register of Historic Places and was the site of the first formal skiing development in Central Oregon, says Bernie Smith, recreation staff officer for the Deschutes National Forest.

Smith says that a key Forest Service goal concerning future use of the facility is to make it available to as many people as possible.

Suggestions for possible use of the lodge range from one group that would like to convert it to a microbrewery to another organization that advocates use of the facility as a Nordic sports center, Smith says.

“We’re trying to examine a variety of alternatives,” Smith says. “We received help from the National Park Service, which did a concession analysis. An analyst came out and explored the options – many simply didn’t pencil out due to problems with the lodge’s construction . . . it was built in a different time to serve a different purpose.

Problems connected with the lodge include an inadequate sewage system, limited kitchen facilities that don’t meet current building codes and heating pipes insulated by asbestos, which must be removed.

Coupled with other repairs Smith estimates renovation work may cost \$150,000 - \$200,000.

**Beyond Forest Service** interest in the lodge, a private, non-profit organization also has formed with the aim of seeing the facility restored and opened for public use.

Known as the “Skyliner Lodge Organization for Preservation and Educational Services,” (SLOPES, Inc.) the group favors future use of the site as an environmental education center specializing in wilderness-type skills and related studies.

“We’d also like to see the lodge used as a youth hostel; it has 20 to 25 bunks,” says Russ Hansen, a spokesman for SLOPES.

Hansen says, 10 summer cabins adjacent to the lodge also could be repaired, providing additional overnight accommodations for approximately 50 people.

With interest in backcountry recreation booming, Hansen notes that the need for instruction in low-impact outdoor skills is growing, in order to minimize damage to the fragile alpine environment brought on by increased visitation.

**“We can’t stop people** from going to the wilderness,” Hansen says. “The key thing we can do is provide a school to teach appropriate techniques for wilderness travel.”

All things considered, future options for Skyliner Lodge appear open.

“We welcome public comment and suggestions,” Smith says, noting that interested persons should call Arlie Holm, recreation assistant for the Bend Ranger District at 388-8778. He is closely associated with the lodge’s administration.

To find out more about SLOPES, write SLOPES, Inc., P.O. Box 641, Bend, OR 97708. Hansen also can be reached by telephone at 388-4983.

\* \* \*

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March 6, 1990

Page 1D

## **OUTDOORS**

Photo caption: Noah Borden of McKenzie Bridge takes advantage of a Friday night of skiing at Hoodoo Ski Area to take to the air on his snow board.

### **Skiers learn the night is just right**

Photo caption: Under the lights on Green Chair

### **More enthusiasts doing their thing under the lights**

By Curtis Anderson

The Register-Guard

When the sun goes down, the lights come on.

And for the next several hours a subtle transformation takes place on the slopes of Hoodoo Ski Bowl and Willamette Pass Ski Area for downhill skiing and snowboarding enthusiasts.

The crowds have vanished. The lift lines are non-existent and the snowy terrain is bathed in a soft, golden-white light. On a clear evening, with the stars shining above, the still of the night creates a wondrous atmosphere all of its own.

Welcome to the world of night skiing.

“I love it. I ski at night all the time,” said Mike Murphy of Redmond. “There’s fewer people at the top and you don’t have to wait at the bottom. And I can look up and see the stars.”

“It’s worth the drive to have no lift lines,” added Sandy Bulkeley of Roseburg.

Besides the obvious advantages of fewer people to contend with, night skiing provides a viable option to those people who can’t break away during daylight hours.

And with the late start to this year’s ski season, the amount of available time on the slopes is rapidly shrinking.

“Night is about the only time I do ski,” said David Park of Detroit. “This (Hoodoo) is close to home and cheap. I may be one sore fool in the morning, but I’ll be home by 11.”

Night skiing is offered at most of the major ski resorts in Oregon, with Mount Bachelor being the main exception. Says Jeff Lotking of Mount Bachelor, “We’ve never had it, never will.”

The reason given is that Mount Bachelor is too far away from a metropolitan area to support night skiing. Lotking contends that a ski area needs to be within driving distance of a population base of 70,000-plus in order to make night skiing work.

Those problems don’t exist at Hoodoo or Willamette.

At Hoodoo, about 85 miles northeast of Eugene on Highway 126, night skiing is offered on Thursdays, Fridays and Saturdays. The cost of a lift ticket for adults and children is \$10.50 (4-10 p.m.). They also offer a swing shift ticket for \$12.50 (2-10 p.m.) and a marathon ticket for \$21.00 (9 a.m. to 10 p.m.).

According to Mike Obymako, Hoodoo’s general manager, one-third of the Hoodoo terrain is lit at night, which includes about 40-45 acres of groomed trails. Skiers have a choice of beginning to intermediate runs which are serviced by the triple

**Turn to NIGHT SKI, Page 5D**

## **NIGHT SKI Continued from Page 1D**

Manzanita chair.

“Anything that can be skied during the day from the triple chair can now be skied at night,” Obymako said.

Night skiing first became a reality at Hoodoo in 1970. It has been cut back at times, and even was eliminated altogether following the infamous winter of 1980-81 in which the area was open to skiing for just 20 days. Over the next seven years, the lights were used off and on for special events, benefits and city league racing.

In the summer of 1987, Hoodoo reorganized its night-lighting plan while installing the new triple chair. Lights were removed from Grandstand – the area’s most advanced run – and about 40 single lights mounted on poles were added to the western half of Hoodoo. This change retained access to the bottom half of Grandstand, also known as headwall while opening up runs in the beginning-to-intermediate range.

“Grandstand is our most difficult run and very few people skied it during the day, and even fewer skied it at night,” Obymako said.

Of course, you can’t please everyone, and a few visitors to Hoodoo on a recent Thursday night expressed regret that the most challenging run on the hill was not open to night skiing.

“I wish they could open up another chair so you could ski the top,” said Sam Horne of Springfield.

“This is our first visit to Hoodoo at night and we didn’t know that wouldn’t be open,” added Dwight Barnes, also of Springfield. “Live and learn.”

At Willamette Pass, about 70 miles southeast of Eugene on Highway 58, night skiing is offered Fridays and Saturdays.

This week, however, a World Cup Speed Skiing event at Willamette Pass has resulted in closing the area to night skiing because the By George run is being used for the competition. Night skiing will resume March 16.

Lift tickets are \$12 for adults and \$8 for youth (age 6-12) for the 4-9 p.m. shift. An additional twilight package (12:30 – 9 p.m.) is available at \$16 for adults and \$12 for youth. A special coupon from Burger King entitles twilight skiers to a \$3 discount.

“It’s a different feeling at night,” said Dick Bonebrake, marketing coordinator at Willamette. “On a clear night it’s exhilarating to be out there under the stars.

“People who do ski at night area really hooked on it. There’s less people, the visibility is very good and many times the snow conditions are better. When it cools off at night, the snow tends to firm up a bit.”

Under normal conditions, about 40 percent of Willamette Pass’ terrain is open tonight skiing. A windstorm knocked out some lights in January, and only those lights on the By George run are back in working order.

“The wind knocked out wires, knocked the lights out of the trees, and generally caused a lot of havoc,” Bonebrake dais. “After the World Cup race we may be able to get some additional runs back up, but it’s very possible that only By George will be lit for the remainder of the season.”

Fewer people, no waiting, available time, good snow conditions and visibility. All of the above are voiced as reasons for people’s desire to ski at night, but there’s also the issue of speed.

“Night skiing is a little different than day skiing,” Obymako said. “I think people tend to ski a little faster. With less people on the slopes, they can ski with a little more reckless abandon.”

“It’s very fast at night,” said Linde Johnson, a member of the ski patrol at Hoodoo. Skiers at night are pretty serious. They try to get in as many runs as possible. We have to tell people to slow down . . . we tend to have more speed control at night.”

Judging strictly by numbers, night skiing is a popular alternative at both Hoodoo and Willamette.

Obymako estimates that 200-400 people show up at Hoodoo on any given Friday or Saturday night. Thursdays tend to be a bit quieter, with 75-150 skiers. At Willamette, about 200-250 people make the trek at night.

And few leave disappointed. For at Hoodoo and Willamette, the night belongs to skiers.

(Inset boxed article)

### **Cross-country skiers not left out in the dark**

The night doesn't belong to downhill skiers. Cross-country skiers also can enjoy their sport after sunset. Night-time Nordic skiers even have the advantage over their alpine counterparts because they aren't limited to places lit by artificial light.

Sparkling snow and ice crystals add a special glow as moonlight reflecting from the snow lights up the countryside on a clear night.

"If it is a full moon and there's no clouds, it's so darn bright out there it's almost like daylight," says Bruce Mason of the University of Oregon Outdoor Program.

The next full moon is Sunday. That means any clear evening late this week or early next week would be a good time to try night skiing. There will also be full moons April 10 and May 9.

Nocturnal Nordic skiers need to be equipped with flashlights – miner-style headlamps work even better - and fresh batteries so they can stay on track should clouds sneak in to cover the moo.

Wide open areas – such as the meadows near Odell Lake, the Bid Lake burn area south of Hoodoo Butte, and the Dutchman Flat area near Mount Bachelor – make good places to start ski trekking by starlight.

Cross-country skiers should be prepared for colder, more icy conditions at night.

"Clearly there is an increased risk at night, although not a greatly increased risk," Manson says.

"You need to take more things than you'd carry on a day trip and you want to make sure your party stays together. As long as you use some common sense, it can be a lot of fun."

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March 6, 1990

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### **Speed skiers look for ways to stay in Willamette's fast lane**

By Mike Stahlberg

The Register-Guard

More than 120 of the world's fastest skiers are gathering in Eugene this week to prepare for the American debut of World Cup Speed Skiing, set to begin Thursday at Willamette Pass Ski Area.

C.J. Mueller of Breckenridge, Colo., and Kirsten Culver of Salt Lake City will head the 10-member U.S. Ski Association team as it takes on competitors from around the world.

Mueller, who's been clocked at 136 mph, holds the top time ever recorded by an American skier. The current world speed record of 223 kilometers per hour (139 mph) is held by Michael Pruger, a French physician.

Once viewed as a "renegade" sport, speed skiing is now a (sic) International Ski Federation-sanctioned World Cup event and is "one of the fastest-growing skiing disciplines," according to Kurt Haarland, a Eugene speed skier who helped organize Willamette Pass Ski Area's bid for the World Cup event.

Speed skiing has also been granted "demonstration sport" status for the 1992 Olympic Winter Games in Albertville, France.

As its name implies, competitors in the sport are concerned only with speed. They try to pass through a 100-meter long "speed trap" in the shortest time. Photo-electric beams at each end of the speed trap help clock their speed.

The sport requires a combination of physical and mental strength, Haarland says.

"You've got to be physically strong enough to hold your tuck and mentally tough enough not to get psyched out," he said.

Skiers use special skis (240 centimeters long), special suits with fairings behind the legs to help cut wind resistance, aerodynamic helmets and severely bent poles.

Because they don't have to come out of a crouched "tuck" to change directions speed skiers travel much faster than downhill racers.

Dowhillers hit speeds of about 80 mph, whereas speed skiers had to be clocked at 110 mph to automatically qualify for the World Cup event.

Not enough Americans to fill up the team did that, so about 65 speed skiers were at Willamette Pass on Saturday and Sunday competing for two remaining spots.

Because of the earlier cancellation of Works Cup Skiing events in Argentina and Chile, this weekend's event will kick off the 1989-90 World Cup season.

The run at Willamette Pass is not as steep or long as some courses, so speeds at this competition are expected to be in the 90s. But each racer wants to be faster [be] than the others in order to earn World Cup points.

Training runs are scheduled to be held this afternoon and Wednesday. Competition will begin Thursday, with the first run at 10 a.m. and the final one about 4 p.m. The schedule will be repeated on Friday and Saturday.

Spectators are welcome.

"One of the nice things about this course is it's straight down the face of the By George run which makes it highly visible and accessible," said Dick Bonebrake, marketing manager for Willamette Pass Ski Area.

The remainder of Willamette Pass' ski runs will be open for public skiing during the competition.

Register-Guard

April 10, 1990

Page 5D

### **Outdoor Digest**

#### **Hoodoo Ski Bowl closes for summer**

Hoodoo Ski Bowl has joined Willamette Pass Ski Area in closing for the summer. Sunday was Hoodoo's last day, marketing director Nancy Obymako announced Monday.

There is still 60 inches of snow at the base of the lifts, but three weeks of extremely warm temperatures made it a "lot of work to maintain the surface for the limited number of skiers who were coming out," she said.

Mount Bachelor near Bend and Mount Hood Meadows and timberline near Portland are the only Oregon ski areas that remain open.

Register-Guard

October 26, 1990

Page 1B

Photo with caption: **Thinking Snow**

The freezing level at the Oregon Cascades may still be at 9,000 feet – but Larry Cox, a member of the Willamette Pass Ski Patrol, sorts cross-country skis for the 22<sup>nd</sup> Annual Ski Patrol Swap in the Wheeler Pavilion at the Lane County fairgrounds. Proceeds from the sale of consigned ski gear provide equipment money for the volunteer ski patrols at Willamette Pass and Santiam Pass. Gear for sale will be accepted from 9 a.m. to 5 p.m. today. The ski swap runs from 6 p.m. to 9 p.m. today and 9 a.m. to 6 p.m. Saturday.

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November 2, 1990

Page 1A

Photo titled: Ski resorts gear up for big season

Photo caption: At Willamette Pass on Thursday welder Joe Drake works on a pipeline to draw water for making snow. So far there's only a dusting of snow in the area.

#### **Weather holds promise of snow**

By Harry Esteve

The Register-Guard

A prewinter storm Wednesday left a dusting of snow in the Cascades and a heavy dose of optimism in the minds of ski resort operators early Thursday.

“It certainly does not look good, especially after last year,” said Nancy Obymako, administrative assistant at Hoodoo Ski Bowl on the Santiam Pass.

The ski area reported 3 inches at the base lodge and 6 to 8 inches near the top of the mountains.

Another foot or so of snow and Hoodoo will open by Nov. 17, Obymako said.

Willamette Pass and Mount Bachelor ski areas also are poised to open within three weeks if snowy conditions continue

Last year’s scanty snowfall left most ski slopes rocky or closed altogether until after Christmas, making it one of the more disappointing seasons of the past decade.

But that was then and this is now.

“The whole month of October has been encouraging,” Mount Bachelor spokesman Jeff Lokting said. “It has shown a trend to be cooler and wetter, much more so than last year.”

Last year at this time it was sunny, and temperatures were in the 60s. Also last year, about 100,000 people who would normally ski at Mount Bachelor found something else to do; total ski trips at the Bend area resort were 535,000, compared with 634,000 the year before.

But hope springs eternal in the high country.

“The wet storms and the cool storms out of the Gulf of Alaska – those are all signs you need to see this time of year,” Lokting said.

October was nothing if not wet and cool. A total of 7.6 inches of rain fell in the Eugene-Springfield area from Oct. 1 through Halloween – more than double the monthly average. At the same time, average tempera-

#### **Turn to SNOW, Page 4A**

#### **SNOW Continued from Page One**

tures were 1.6 degrees lower than normal.

The rain, which caused some major urban puddles but only minor rural flooding, set no records, said Marv Shogren, meteorologist in charge at the National Weather Service office in Eugene.

The wettest October on record was in 1950, when more than a foot of rain fell in the local area.

At Willamette Pass, crews were working. Thursday afternoon on a snow-making system that might help take some of the guesswork out of the ski season in the future.

The ski area has installed pipes and hydrants along some of its slopes and is working on a pipeline to draw water from nearby Odell Lake for use in its snow making equipment, said Dick Bonebrake, Willamette Pass spokesman.

“It might be operational” this year, he said. “It’s difficult for us to say until after the appeal period is done. If we can’t do it this year, we’ll probably work on it next year.”

Seasonal workers have been hired at the ski area east of Oakridge, and the slopes already have 2 inches of snow, Bonebrake said.

“We’re trying to open the weekend prior to Thanksgiving,” potentially as early as Nov. 14, he said.

The next few days’ weather probably won’t help much, however.

After Thursday night, which was expected to be the coldest night of the season and may have produced the first hard freeze of fall in the Willamette Valley, temperatures may warm a bit, Shogren said.

A high pressure system is moving in and will dominate the area’s weather for the next several days, he said. “That means not much precipitation,” he said. The forecast is for morning fog and afternoon sunshine.

The Bulletin  
November 15, 1990  
Page E4

#### **Willamette seeks added snow**

By Greg Bolt  
Bulletin Staff Writer

Instead of just hoping that future winters won’t be as dry as last year, the operators of the Willamette Pass Ski Area are doing something about it.

The company that owns the ski resort on Highway 58 is awaiting final approval from the U.S. Forest Service to draw water from Odell Lake to feed snow-making equipment and augment Mother nature's provisions. The equipment will be used to create a snow base during dry winters and fill in bare patches in a 60-acre ski area.

A 2,300 foot pipeline will take water pumped from the lake to the ski area. However, Forest Service approval for the pump and pipeline will not be final until an appeal period expires Nov. 19, and opposition to the plan could further delay the project.

As a result, Willamette Pass officials are not optimistic that the project can be completed in time for this year's ski season. That means nature will have to do the job alone for one more year.

Marketing Director Dick Bonebrake said he's hoping for a mid-November opening this year, which would help bury the memories of last year's Jan. 28 opening. The Willamette Pass summit is at 5,128 feet.

Other than the planned snowmaking equipment, Bonebrake said Willamette Pass plans no major changes this year and will concentrate on improving services already offered.

"Basically we will just try to operate as we have in the past and keep improving our services and try to provide the best skiing experience we can offer," he said.

Lift tickets for the ski area will cost \$18 for an all-day adult pass and \$14 for youths ages 6-12. Season tickets cost \$325, and special family rates are available.

With a 1,525-foot vertical drop, Willamette Pass offers 19 runs with a total of 12 miles of downhill trails. Twenty-five percent of the runs area rated as beginner, 50 percent intermediate and 25 percent advanced.

The ski area has three triple chair lifts, a double chair lift and a rope tow. It also has a 200-foot long half-pipe for snowboarders.

A day-use lodge includes a restaurant and lounge, retail shops and ski rentals and repair. The ski area also offers free day care for children 2 ½ to 10 years.

Nordic skiers can take advantage of 20 kilometers of cross-country trails, about half of them groomed. An all-day Nordic ski ticket costs \$6.

The ski area is open Wednesday through Sunday and on holidays from 9 a.m. to 4 p.m. Night skiing from 4:30 to 9 p.m. begins later in the season.

Willamette Pass is on Highway 58 about 71 miles southwest of Bend. For more information, call 484-5030 or 345-7669.

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November 18, 1990  
Page 1C

### **Snow forecast but ski areas remain closed**

As more than an inch of rain drenched the Eugene-Springfield area on Saturday, would-be skiers looked east and thought snow.

At 11 p.m. Saturday, it was rain that was falling at the passes – and Hoodoo Ski Bowl, Willamette Pass and Mt. Bachelor ski areas remained closed with no anticipated opening date.

But up to three inches of new snow was expected in the northern Cascades by this morning, Daryl Jameson of the National Weather Service said at the Eugene Airport.

And better yet, the National Weather Service in Portland reported that significant amounts of snow are likely to fall in the Cascades beginning Monday morning.

A strong storm in the Gulf of Alaska is expected to drop south and head toward Oregon late tonight. The system will be colder than previous storms this season, the weather service said.

By late Monday, snow levels could drop to 2,500 feet in the northern Cascades and 4,000 feet in the southern Cascades. Both Willamette Pass and Hoodoo Ski Bowl are considered to be in Oregon's northern Cascades.

If the snow materializes, ski areas should be able to make their traditional opening date on Thanksgiving weekend.

"It wouldn't take an awful lot to get Hoodoo open," said Ken Lovegren, the owner of Blue Lake Resort 11 miles from Hoodoo Ski Bowl. "They have several inches up there now."

Recorded ski reports at Mt. Bachelor reported that four inches were on the ground at 4 p.m. Saturday with more was expected. The tape ended with instructions to “pray for snow.”

The Bulletin  
November 19, 1990  
Page E4

### **Eugene group fights snow-making permit**

By Tim Preso  
Bulletin Staff Writer

A Eugene-based environmental group has appealed a U.S. Forest Service decision to allow water to be piped from Odell Lake to feed snow-making equipment at the Willamette Pass ski area.

The Waldo Wilderness Council cited violations of the Clean Water Act in appealing the Forest Service’s decision to allow Willamette Pass Ski Corp. to run a pipeline from Odell Lake across 2,300 feet of Deschutes National Forest land to the ski area. There, the water would be used to create snow for a 60-acre ski slope. The appeal was filed last week.

Doug Norlen, director of the 1,800-member Waldo Wilderness Council, said the ski company’s project would involve the use of a snow-creating bacterium that could filter down through the pipeline to pollute Odell Lake in violation of the Clean Water Act.

“There are people downstream that drink that water,” Norlen said.

He said the wilderness council also is concerned about the ecological effects of artificial snow-making in the fragile high Cascade environment. The ski area is about 45 miles Southwest of Bend at the summit of the Willamette Pass of state Highway 58.

Norlen said water created when artificial snow melts at the ski area in the spring would run down to Odell Lake, possibly carrying with it diesel fuel left in the soil of the area from a 2,000-gallon oil spill. That spill occurred at the ski area in 1988, dumping diesel oil into a creek that feeds into Odell Lake.

“Only about 1,000 gallons was ever cleaned up,” Norlen said. “That means 1,000 gallons is still out there, waiting to be flushed down into the lake.”

The Waldo Wilderness Council also alleges that the ski corporation has a history of failing to comply with a special use permit granted by the Forest Service. Norlen said Willamette Pass Ski Corp. has failed to restore and regenerate soils disturbed by past resort developments.

Willamette Pass wanted the pipeline and snow-making equipment to provide some insurance against dry winters. The \$500,000 system was designed to build a snow base for skiing during dry winters and to fill in bare patches on ski slopes otherwise covered by natural snow.

Ski company spokesman Dick Bonebrake said Friday that he had not seen the appeal and could not comment on its specific contentions, but was not surprised it was filed.

“It just seems like a standard procedure,” Bonebrake said. “We’ve had appeals even on some of the developmental projects from our master plan.”

Register-Guard  
November 27, 1990  
Page 5D

### **Willamette, Hoodoo still seeking snow**

Some Oregon ski areas expected a fair turnout over the long Thanksgiving holiday but some of the smaller ski areas are still unable to set opening dates.

Willamette Pass Ski and Hoodoo Ski Bowl, the two ski areas closest to Eugene-Springfield, lacked sufficient snow to operate lifts Monday. Willamette Pass, however, did open its cross-country ski trails.

Both areas were hurt by a warm, wet storm that passed over the Cascades on Saturday. By Sunday night, however, the freezing level had dropped and snow was again accumulating.

Willamette Pass reported five inches of new snow Monday morning, for a total of 15 inches. Hoodoo got three inches of new, for a total of 13. Officials at both areas said opening dates have not been projected. Willamette Pass is planning to operate clinics for ski school instructors and coaches this weekend.

Mount Bachelor near Bend and Timberline on Mount Hood near Portland were among the areas opening in time for Thanksgiving. Mount Bachelor reported a Thanksgiving Day crowd of 3,500 skiers, with conditions improving steadily since then.

Ten inches of new snow was reported on Mount Bachelor on Monday morning, bring the total to 23 inches. Five of nine lifts were operating and four of the five day lodges were open.

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Captioned Photo: Wayne Van Damme, 18, of Veneta jumps into opening day at Willamette Pass Ski Area on Wednesday.

### **Clamp down those skis and head for the pass**

By Joe Mosley  
The Register-Guard

WILLAMETTE PASS – Forget for a moment that there are only 26 shopping days left before Christmas. There are just two skiing days left in November.

“Boy, we’ve been waiting for it,” Scott Andreas of Springfield said Wednesday. “We’ve been watching the news.”

Andreas, 27, and his ski buddy, 22-year-old Mike Black of Springfield, have been watching for news of the season opening at Willamette Pass Ski Area, and Wednesday was the day.

They’ve been waiting for snow, and they settled for a marginal snowpack of 16 inches. But they weren’t complaining.

“I like it just the way it is,” Andreas said. “With the weather, you can’t beat it.”

Willamette Pass opened its season with clear weather and only a few rocks and stumps finding their way through the thin layer of snow.

But for the third time in five years, it accomplished the goal of opening in November. And more important after last winter’s blink-and-you-missed-it season, optimism is back.

“I’m sure if we can get going – if today can be the first day of the rest of our season – we can have a phenomenal year,” said Raquel O’Connor, ticket sales manager at Willamette Pass. “They (skiers) are anxious. The interest is there.”

Willamette Pass opened for one weekend in De-

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#### **PASS Continued from Page One**

ember 1st winter, then lost its snowpack and couldn’t reopen until the last week in January. After setting a resort record for the number of skiers two winters ago, the ski area missed the prime Thanksgiving and Christmas ski weeks and attracted only a fraction of the skiers in 1989.

“We headed to Mount Hood one day last year – when we had all the snow in Eugene,” said Black, who works with Andreas at Image Business Forms in Springfield but had Wednesday off. “We got as far as Albany and had to turn around and come back. That’s as close as we got to skiing last year.”

Wednesday’s opening day crowd won’t erase last year’s bad memories and red ink at Willamette Pass. Only 34 tickets were sold before 10 a.m., and about 60 were sold for the day. But managers were happy.

“It’s good to open on a day like this rather than a day when you’re bombarded with lots of skiers,” marketing coordinator Dick Bonebrake said. “We’ve been training people all along, but there’s nothing like the real McCoy.”

Skiers weren’t complaining about the uncrowded runs, either.

“I’m not an expert skier or anything,” said 18-year-old Ron Metoger of Bakersfield, Calif., who is visiting a sister in Springfield. “But it’s good enough for me.”

“There’s more than enough to ski on,” said 26-year old Tracy Payne of Eugene, who was giving lesson to his brother, Bob Payne. “You’ve just got to watch your edges once in a while.

“It gets the bug out – gets the itch out.”

Bonebrake admitted that it “probably wouldn’t take too many days” for the existing snow base to be skied off the mountain. “But the weatherman informs me we’re supposed to be getting more snow starting (tonight), and then Friday and through the weekend.

Bonebrake said the new snow-making system at the ski area probably won’t be used this year because a pipeline to pull water from nearby Odell Lake has not yet been installed. The pipeline is being appealed by the Waldo Wilderness Council.

But a profitable ski season this year could mean a busy off-season next summer and fall, Bonebrake said. Operators of the area hope to get the snow-making pipeline installed next fall and could begin lift construction for an expansion onto the back side of the mountain. The expansion already has been approved by the U.S. Forest Service.

“That’s just something we’ll have to wait and see,” he said.

Willamette opened lower-level lifts Wednesday. It’ll take more snow to open higher ones.

Willamette Pass was the fourth Western Oregon ski resort to open this season – Timberline, Mount Hood Meadows and Mt. Bachelor also are open. Opening dates had not been set as of Wednesday at Hoodoo Ski Bowl and Mount Ashland.

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LOOKING BACK

Photo caption: Photo courtesy of the Lane County Historical Museum’s Paschelke Collection

### **Everything has to start somewhere**

The humble beginning of the Willamette Pass Ski Area is reflected in this photo taken near the close of World War II. On the left is the snack shack, which included a first aid room. At the right is a wood storage shed. The only other structure was an outhouse in the woods. Roy and Edna Temple were the first operators. Leo Paschelke of Marcola logged trees from the original ski slope, and Roy Temple installed a rope tow to start the venture. Skiers flocked to Willamette Pass last week for the opening of the area’s 1990-91 season.

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### **Ski Areas see season melt away**

Warmer weather, rain hurting slopes

By Tad Shannon

The Register-Guard

Warm weather and rain threaten to put an early end to what is already shaping up to be the second bad season in a row for a number of Oregon ski areas.

Willamette Pass, Hoodoo Ski Bowl and Mount Ashland all report business is sluggish as the snow base melts away.

“We are open and anticipate remaining open,” said Dick Bonebrake, spokesman for the Willamette Pass Ski Area. But, he added, “If we don’t get any new snow, it makes it more and more difficult.”

The ski area, which normally stays open into April, reports a base of about 27 inches, roughly half what is usual for this time of year, Bonebrake said. Although there are some bare spots on the slopes, he said skiing remains fairly good.

But this time of year, Bonebrake said skiers lose their tolerance for less than ideal conditions.

When fall comes around, skiers are anxious to start skiing,” he said. “Skiers are more willing to ski on less desirable conditions early in the season than later.”

Last year many Oregon ski resorts reported the worst season in recent memory because of lack of snow early. Last year, Willamette didn’t open until Jan. 28.

This season Willamette opened nearly two months earlier, on Nov. 28. But with the frigid weather in early January, many skiers chose their living rooms over the slopes.

Mount Ashland ski area on the Oregon-California border closed for most of January because of lack of snow, but reopened early this month. A spokeswoman said that business was down.

Bonebrake said the number of skiers at Willamette Pass was “down substantially” this year.

Nancy Obymako, spokeswoman for Hoodoo Ski Bowl in Sisters, said the story has been much the same there. Normally the resort expects a base of between 90 to 110 inches by this time of the year. But the base is already down to 31 inches.

“I can’t recall in the last 10 years closing before the end of March,” she said. “If the conditions worsen, we would have to close earlier.”

As a result of lackluster business, the resort has had to cut back its operating schedule by one day from Tuesday through Sunday to Wednesday through Sunday. The ski area has also dropped Thursday night skiing and now has night skiing on Fridays and Saturdays only.

Still, Obymako said business over

### **Turn to SKI, Page 3B**

#### **SKI Continued from Page 1B**

Presidents’ Day weekend was fairly good. And she said as long as there is enough snow to ski on, the slopes will remain open.

At Mount Bachelor in Bend, which enjoys a 1,000-foot-elevation advantage over Willamette Pass, a spokesman said the resort is having a good year.

The mountain has a base of about 80 inches, said Jeff Lokting, marketing manager for the resort. He said record crowds skied the mountain in January and during Presidents (sic) Day weekend.

Lotking attributed the strong season to the drought in California, which has hurt ski resorts there. Half the mountain’s business typically comes from California. This year, he said more snow-starved Californians than ever are coming to Oregon to ski.

Lotking added he expects the mountain to remain open until July 4th, which is typically when its season ends.

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### **Resorts think snow in August**

By Joe Mosley

The Register-Guard

Here it is, almost the middle of August, and operators of small ski resorts in Oregon are busy trying to make up for the dearth of snow in recent seasons – or simply to make it through another season.

Work is set to begin Monday on a water line from Odell Lake to provide ammunition for a system of snow guns at the Willamette Pass Ski Area east of Oakridge.

The snow-making machines are considered insurance against the kind of low snowpack that has left big sizzmarks in the bottom lines of most Oregon ski resorts for the past two winters. A sizzmark is the depression left when a skier falls backward.

“Just getting that on line, it should improve the risk factors for us,” said Tim Wiper. Wiper’s family owns the ski area.

Willamette Pass is on solid financial ground despite a disastrous season two winters ago and a marginal season last winter. Wiper said his family is committed to expanding and improving the ski area, but he acknowledged it’s becoming tough for many small resorts to stay in business.

“The best thing is to say is we’re not for sale like everyone else is,” he said.

Two weeks ago, the city of Ashland entered the battle to prevent Mound Ashland Ski Area from being dismantled at the end of next season. The city has asked a Seattle company that owns the resort to extend its February deadline for finding a new owner.

Hoodoo Ski Bowl on the McKenzie Pass has been for sale since 1988, though General Manager Mike Obymako said “it’s not a distress sale at all.”

Still, the resort’s summer employees have been working to clear and smooth some ski runs to allow skiing on as little as a foot of snow after back-to-back

## **Turn to RESORTS, Page 2B**

### **RESORTS Continued from Page 1B**

Seasons that saw little snow before February.

“It takes a few years to totally recover from something like that,” Obymako said.

.. Hoodoo is for sale, he said because its owners “just feel it’s time to sell.” The ski area is owned by a group led by Harvey Fox of Salem, who also owns the chain of Anderson’s Sporting Goods stores in Oregon.

The Warner Canyon Ski Area near Lakeview isn’t for sale, but the ski club that runs the tiny facility is trying to restructure its finances to avoid foreclosure. The ski area hasn’t opened for the past two years and missed its annual loan payment in January.

“Needless to say, we’re in dire financial straits,” said Pat Sabin, treasurer and past president of the Fremont Highlanders Ski Club.

Officials at other small resorts in the state couldn’t be reached Thursday, but rumors have been swirling that at least a couple more could be in trouble.

“The bigger ones get bigger, and the smaller ones get smaller sometimes because you still have the same market,” said Wiper, the Willamette Pass owner.

Obymako said the state’s largest ski areas – Mount Bachelor near Bend, Mount Hood Meadows and Timberline Lodge near Portland – aren’t as vulnerable to season-to-season fluctuations as are small resorts. The big resorts are in areas of more consistent snow, have more facilities and a wider client base.

“The small areas still have their place,” he said. “We introduce people to skiing and cater to the beginners and families.”

But Wiper said there seems to be a trend among some skiers to save for one or two expensive vacations each winter at big ski resorts. In the past, skiers have spent the bulk of their skiing budgets on weekly trips to their local ski areas.

“I just don’t think that’s as prevalent as it used to be,” Wiper said. “From that standpoint, it’s a difficult one to figure out exactly what to do.”

Marie Divens of Klamath Falls, who opened Tomahawk Ski Bowl west of town with her late husband in 1957, closed the small facility in 1985 and had its lift and two rope tows removed. She said she tried to sell the ski area but because of a long run of marginal snow years, there was little response.

“It wasn’t producing like it should have,” Divens said. “That’s why I closed it down.”

The owner of Mount Ashland, Harbor Properties of Seattle, has announced its intent to begin dismantling of the area’s four chairlifts in April if a buyer for the resort isn’t found by February. The lifts would then be moved to Washington’s Stevens Pass Ski Area, which the company also owns.

Mount Ashland office manager Hailiane Sorensen said the ski area is for sale primarily because it’s the only Oregon holding of Harbor Properties and the company wants to focus on Washington. But she said the prospect of more snow shortages and financial losses plays a part in the decision.

Sorensen said at least a couple of purchase offers are being put together by investors outside Southern Oregon and there’s been more interest from local investors since the city got involved last month.

She said the resort will run at its normal staffing level next winter, regardless of whether it sells. And she said its operators will join those of other small ski area in hoping for a turnaround ski season.

“We all have great hope for a good year that will put us all out of it,” she said.

## Good news keeps falling for Willamette Pass skiers

### Ah, JUNE IN Oregon!

By Mike Stahlberg

It's been all of two days since the last snow – uh, maybe we better say most recent snow – fell in the Oregon Cascades.

And that provides a suitable backdrop for a flurry of news notes – including several from Willamette Pass Ski Area, to wit

- The U.S. Forest Service has issued a final go-ahead for the pipeline that will supply water to the ski-area's snowmaking equipment. Installation of the pipeline which will be used to pump water to the slopes from Odell Lake, is scheduled to begin Sept. 1. Work should be completed in time to allow snowmaking to begin by November 1.  
Willamette Pass officials invested in snowmaking equipment because they've learned that they cannot count on it snowing in November or December. Just as hikers and high-country anglers know that [they] cannot count on it not snowing in June.
- The U.S. Ski Association has selected Willamette Pass to host the national Speed Skiing Championships next March.  
Exact dates for the event area to be set at an International Ski Federation meeting in Switzerland this month. The decision to return to Oregon apparently was based on the speed skiers favorable impression at last year's World Cup speed skiing event, the first ever held in the U.S.
- Also, Randy Rogers, Willamette Pass' director of skiing, has been named team captain (coach) of the U.S. Speedskiing program. He says that modifications to be made to the ski area's "RTS" run this summer will enable competitors to reach speeds of 120 mph or more next March. Speed skiing is based on the fastest time through a 100-meter-long timing trap on the course.  
About 120 athletes are expected to compete in the championships.
- In addition to extending the outrun on RTS course (logging needed to do that is being done under Forest Service permit), Willamette Pass' crews will spend the summer clearing stumps and rocks from the Goodtime Charlie, Highlead, Timber, RTS and Success runs. As a result advanced and expert skiers will have access to those steeper runs in low-snow conditions. In addition, the ski area's parking lot will be improved to provide additional hookups for recreational vehicles.
- **FINALLY, WILLAMETTE PASS** will be one of the first ski areas in the U.S. to install a new automated ticketing system called "First Tracks."  
The system allows a skier to purchase any one of a myriad of ticket options – including payment for 100 runs taken during any designated time period – in addition to the traditional passes based on days of skiing.  
The new-style "ticket" is housed in a plastic device which skiers will wear on their wrist like a watch. When held up to an "automatic ticket checker" at the head of the liftline, a valid ticket will open the gate controlling access to the chairlift.  
The system apparently got favorable reviews from skiers during a trial run at an (sic) Montana ski area last season.

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Captioned Photo: Willamette Pass Ski Area employees (sic) get familiar with new snow-making equipment that will service southern slopes.

### **Even when skies are clear, snow will fall this winter**

By Mike Stahlberg  
The Register-Guard

*"Let it snow! Let it snow! Let it snow!"*

They may still be singing that refrain at most Oregon ski areas this winter, but at Willamette Pass Ski Area they'll be humming a slightly different tune.

*"Make it snow! Make it snow! Make it snow!"*

Workmen at Willamette Pass this week are completing installation of equipment that will allow ski area crews to make snow while the sun shines – provided the air temperatures are 28 degrees or colder.

Man-made snow is the most dramatic of the technological developments that will greet alpine skiers during the 1991-92 season, which is scheduled to be under way by Nov. 16 at all three mid-state ski areas.

Willamette Pass, located 70 miles southeast of Eugene, and Mount Bachelor Ski and Summer Resort, located 22 miles west of Bend, will have new automated lift access systems. The Computer-controlled gates are designed to speed up lift lines and to provide more ticketing options.

(Second Captioned Photo: At Mount Bachelor, computer reads lift tickets for access.)

The third ski area in the central Cascades, Hoodoo Ski Bowl, limited its innovations for the 1991-92 to the marketing arena.

Hoodoo, located 83 miles east at the summit of Santiam Pass, is offering a "guaranteed skiing" program in which skiers can try the slopes before they buy a lift ticket. The first hour of skiing at Hoodoo each day is free.

By far the most significant new development, however, is Willamette's investment in artificial snow making. It's a development that should leave the closest ski area to Eugene less vulnerable to

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#### **SNOW Continued from Page 1D**

The whimsical weather patterns that tormented Oregon skiers for the past two winters.

The 1989-90 snow season was such a disaster that many resorts did not even open until late January.

Skier visits to all Oregon resorts that year dropped to 1.1 million, down about one-third from the 1.5 million recorded in 1988-89, according to an Oregon Ski Economic Report compiled by the University of Oregon Community Planning Workshop.

Weather also hampered ski areas last winter, particularly during the prime Christmas vacation season, but total annual skier visits rebounded to 1.3 million.

With its southern exposure, Willamette Pass is more vulnerable to the weather than most.

"The primary thing is, now skiers will know they'll have a consistent, safe skiing surface throughout the season," said Randy Rogers, the area's director of skiing. "They'll know they can come up here and have a good skiing surface every day, even if it hasn't snowed."

Rogers said Willamette purchased "a very state of the art system" that can produce an artificial snow surface that "is as close as possible to natural conditions as possible."

The pipeline draws water from nearby Odell Lake. It was installed this fall, and final electrical hook-ups are to be made this week.

"We're excited to get toing 100 percent," says Eric Johnson, Willamette Pass mountain manager, who began training crews in operating the equipment Monday. The temperatures were too warm to make snow, however.

Johnson says he's already been able to experiment "quite a bit" with a single snow "gun" by using the resort's existing water and electrical systems. The full snow-making system will use five snow guns.

Making snow is basically a matter of using compressed air to help force water through fine jets in a nozzle, breaking the water down to a fine mist. Fans are used to help blow the moisture high in the air.

“The more hang time you have the better the snow you get,” said Johnson. “All we do is look at where the wind is blowing and set up the guns so the snow drops where we want it.”

Crews can also use grooming machines to move snow to areas where it’s needed.

At Willamette Pass, the main “By George” run, which absorbs direct rays of the sun during the winter, will get the most attention.

The other runs don’t get the (same) solar effect,” said Rogers, noting that the majority of the area’s runs are frequently skiable even when patches of dirt are showing on By George.

Each of the five snow machines will convert between 35 and 130 gallons of water per minute into snow.

“The colder it is, the more water you can give them,” Johnson said.

In some temperature and humidity conditions, workmen will add Sno Max a “snow inducer,” to the water before it reaches the nozzles. Sno Max provides a molecule around which snow crystals can form more easily.

Willamette crews will start out making a fairly wet and “heavy” snow in order to build u a base. Then they will frost that base of wet snow with a coating of powder snow.

“The biggest rumor around is that it (artificial snow) is icy just fine ice,” says Johnson. “That may have been true ears ago, but nowadays the technology allows you to control the texture pretty well.”

Skiers at Willamette Pass and at Mount Bachelor will find that – after decades of relying on attendants to inspect cardboard lift tickets – the process of controlling access to ski lifts has entered the computer ear

Willamette’s “Ski Key” system is built around a strip of plastic with a Velcro fastener that is worn like a wristwatch. The skier pays \$2 for the plastic key, which can be reused all season.

When the skier buys a lift pass, the Ski Key is electronically encoded for the appropriate period of time. To get on a lift, the skier holds his or her wrist against a sensor that “reads” the ticket.

A computer checks to see if it’s valid and, if so, unlocks the gate that controls access to the lift.

“Willamette Pass hasn’t had a good reputation for smooth-flowing lines in the past,” said Rogers. “We think the Ski Key system will put us out in front of other ski areas in that regard.”

Mount Bachelor’s automated access system, called “Skidata,” is similar except it uses a plastic card encoded with the ticket information. The card is “read” by sliding it into a slot in a turnstile mechanism.

Both systems allow the ski areas to offer more options in lift packages – and to use computers to gather information on how skiers are using facilities.

Aside from Willamette Pass’ artificial snow system, no major additions to ski area facilities themselves were added last year.

However, the road to Mount Bachelor was widened to four lanes between the ski area and the Sunriver cut-off, holding out the promise of a smoother traffic flow at the state’s largest ski resort.

Hoodoo Ski Bowl’s crews spent the summer clearing brush from trails and doing other work designed to make the slopes usable with a lower snowpack. One new run was added off Summit Ridge.

Finally, it will cost more to ski this year. Mount Bachelor hiked the price of its adult day pass \$2 to \$31. Hoodoo increased its rate \$1 to \$18. Willamette Pass left its lift prices unchanged (\$18 for adult day pass), but skiers will have to purchase a “ski key” (\$2) on their first visit of the year.

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### **Outdoor Digest**

#### **City’s ski show to benefit handicapped skiers**

The fourth annual “Skiers Night Out,” a benefit program for the City of Eugene’s handicapped skiers program will be held Thursday at the Eugene Hilton.

The program features the latest in ski clothing, boots and skis, music, prize drawings and a light buffet. During this year’s event, members of the Wiper family will be honored for their dedication to developing the Willamette Pass Ski Area.

Doors will open at 7 p.m. and the show begins at 8 p.m. Tickets are \$4 and will be available at the door.

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### **Advice: Get fit to enjoy skiing**

One day it was like summer, with forest fires raging in the Cascades. The next day it was like winter, with snow cascading down in the mountains.

Mother Nature can get away with skipping fall, but most skiers cannot skip the fall conditioning that serious skiers use to “winterize” their bodies, an Oregon State University exercise and sport science professor says.

“Alpine skiing is a physically demanding sport that required endurance, strength, quickness and flexibility,” said John “Pat” O’Shea, who also serves as fitness editor for *Skiing* magazine. “Being fit is too important to ignore.”

O’Shea also said skiers who achieve good aerobic conditioning are able to make more quality runs, lessen the chance for injury and increase the body’s tolerance to cold temperatures.

A skier can dramatically improve his or her aerobic fitness by exercising 45 minutes a day, five days a week, for 10 weeks. Even a less demanding regimen, however, will help the recreational skier get more enjoyment out of those first days on the slopes.

“When you’re fit and strong, you can ski to your optimal potential as far as your skill goes,” O’Shea said. “When fatigue sets in, those skills fall apart. You can’t control high-speed runs. If you’re on a four- or five-day trip, you’ll probably be so sore you won’t be able to ski the second day.”

O’Shea said aerobic fitness can be achieved through a program of running or biking. Other good conditioning activities include working out on stair-climbing machines, or stepping on and off a small wooden box while wearing your ski boots.

Swimming is good aerobic exercise, but it does little to help prepare the leg muscles for skiing. O’Shea says swimming is a good way to help muscles recover from a hard day of skiing.

Whatever activities are chosen, O’Shea says, the program should include a minimum of 30 minutes of exercise at 75-85 percent of each individual’s target heart rate, which varies by age.

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Captioned Photo: Willamette Backcountry Ski Patrol members Roger Stephens (left) and Wendy Gerstel prepare to check nordic ski trails near the Gold Lake Sno Park Shelter.

Captioned Photo: Ski patrolers (sic) Wendy Gerstel (front) and Terri Warpinski are ready if needed.

### **Volunteer ski patrol keeps wanders safely on track**

- **Backcountry:** Although emergencies are rare, Willamette patrol members are well-trained in first aid and search and rescue.

By Mike Stahlberg  
The Register-Guard

WILLAMETTE PASS - With a red Santa’s cap perched on his head, Dan Norris looked like a member of the Elves Local No. 101 skiing off to the workshop as he slid off toward Diamond Peak, visible between white, stoop-shouldered trees sagging under the weight of fresh snow.

Dave Schroeder, clad in a red-and-black checkered wool shirt, looked more like a lumberjack as he skied north, toward Gold Lake.

Though headed in opposite directions through a Christmas-card scene here Sunday, Norris and Schroeder (sic) shared the same objective – making sure that all was well with several dozen other skiers taking advantage of fresh snow in the Cascade mountains east of Oakridge.

Each man wore a patch identifying him as a member of the Willamette Backcountry Ski Patrol, an all-volunteer organization whose members are on duty every weekend day during the ski season.

Patrol members are ready to offer a helping hand or helpful advice to the lost or injured, or an encouraging word to a frustrated nordic skier.

The ski patrolers (sic) carry first aid kits and portable radios that allow them to summon additional help if needed.

Formed just nine seasons ago, the Willamette Backcountry Ski Patrol has grown into the largest and probably best-equipped Nordic patrol in the state.

And the group named the “nordic patrol of the year” by the National Ski Patrol System Regional patrol officials also tabbed one of the Willamette group’s members Sheila Mahan, as the year’s top individual nordic patroller.

The Willamette Backcountry Patrol began work in 1983, operating out of a tent borrowed from the Marine Corps reserves – a tent that kept collapsing under the snow.

For the past several seasons, however, the group has worked out of the Gold Lake Sno Park Shelter – a two-room, 500 square-foot log cabin its members helped to build a mile west of

### **Turn to BACKCOUNTRY, Page 5D**

#### **BACKCOUNTRY Continued from Page 1D**

the summit of Willamette Pass.

From there, working in teams of two, the group’s patrols keep watch over a network of ski trails that wind through 25 square miles or so of forest in an area bounded roughly by Odell, Midnight, Gold and Rosary lakes.

The patrol’s presence helps assure that trained first aid and search and rescue assistance is readily available in one of the most popular winter recreation areas in Lane County.

And though its members are required to take long hours of training in first aid, winter survival, and search and rescue, those skills are called upon only a few times a season.

In fact, Schroeder, who has the longest continuous active service in the group, says he’s never been called on to use his first aid training or help evacuate someone.

Roger Stephen, the patrol’s assistant director, says the group spends most of its time filling the role of “hosts” for the Forest Service. That includes everything from advising people about routes and snow conditions to shoveling snow, making sure there’s toilet paper available in the pit toilets and providing jump-starts to skiers who leave their vehicle lights on all day.

“They’re real important to us,” says Chris Jenson, recreational forester for the Oakridge ranger District of the Willamette National Forest.

“it provides a public service that otherwise we wouldn’t be able to provide. These people are up here every weekend. They hand out information. They’re good hosts for the Forest Service. And, if something does happen, they’re ready to take action.

The Willamette Backcountry Ski Patrol should not be confused with the similarly-named Willamette Pass Ski Patrol – a sister organization that also received a divisional “patrol of the year” award (for alpine ski patrols) two seasons ago.

The Willamette Pass Ski Patrol focuses its efforts on the downhill runs and fee Nordic trails operated by the Willamette Pass Ski Area, while the Backcountry Patrol concentrates on Willamette National forest recreational lands.

But the two patrols work in close cooperation, Stephen says. In fact, the backcountry patrol on duty doesn’t head home for the day until the Willamette Pass Ski Area patrol has notified it by radio that a final “sweep” of the hill has been made and that no downhill skiers are unaccounted for.

Forest service employees began trying to organize a backcountry ski patrol because of concern over straying downhill skiers, Jensen said

“When Willamette Pass built the summit chair lift all the way to the top and opened the back side, we had some people get lost back there,” Jensen said. “A couple of times there were some pretty close calls as to whether they’d make it or not. That’s when we decided we needed to organize some kind of a backcountry ski patrol.”

Because most nordic trails in the area are not very treacherous and “it’s hard to get lost here,” Stephen says, the backcountry group still gets most of its search and rescue calls from the downhill area.

“They lose about one person a year on the back side,” he said.

Serious consideration was given last year to merging the two ski patrols. But a majority of the backcountry group's members voted against merger. Stephen says the backcountry group can be more flexible in duty assignments than the downhill patrol and that "there's less intensity involved when you're not being paid."

Members of the Willamette Pass Ski Patrol are compensated with a free family season pass for the ski area, Stephen said, while the backcountry patrol is "strictly volunteer."

Patrol members have to pay \$47 a year in dues to the national patrol, plus pay for their own training and equipment. Not to mention donating an estimated 17,000 hours of time since the group was formed.

Why do they do it?

"It's a hell of a lot of fun," says Norris back from a tour to Midnight Lake. On this warm, sunny afternoon the biggest threat to skiers was the globs of melting snow dropping from the trees.

At 67, Norris is the backcountry patrol's oldest member. Ad though he looks as home in the snow as one of Santa's elves, the retired civil engineer admits he'd never been on cross-country skis until six years ago.

"My number two son dragged me out for a couple lessons and I got hooked," Norris said. "Hey, it's a blast." He says of patrol duty. "If you're going skiing anyhow, well you might as well go skiing with a bunch of nice people – and there's a chance to be helpful to people too."

Register-Guard  
April 16, 1996  
Page 5F

### **Organization honors ski patrol members**

The second-highest honor available in the National Ski Patrol System has been awarded to two skiers who patrol within a half-mile of each other in the Willamette Pass area.

Scott Robbins of the Willamette Pass Ski Patrol has been named runner-up in the National Outstanding Alpine Ski Patroller competition, and Jim Swirczynski of the Willamette Backcountry Ski Patrol has been selected as runner-up for the National Outstanding Nordic Ski Patroller award.

Patrol officials say it is rare that two neighboring patrollers would receive simultaneous national recognition.

The recognition is due in part to the cooperation that Robbins and Swirczynski forged between their respective patrols, according to Richard Maris, Oregon Region Awards Advisor for the National Ski Patrol System.

The Backcountry Patrol serves U.S. Forest Service nordic trails and shelters between Diamond Peak and Gold Lake. The Willamette Pass Ski Patrol provides services to the Willamette Pass Ski Area.

Both men and their patrols often coordinate search and rescue activities.

Robbins has been active in the Willamette Pass Ski Patrol since 1985. Swirczynski (sic) joined the Willamette Backcountry Patrol in 1983.

Register-Guard  
August 19, 1999  
Page 6D

### **Outdoor digest**

**WILLAMETTE SKI PATROL HONORED:** The National Ski Patrol has named the Alpine Ski Patrol at Willamette Pass one of the top patrols in the country. The Willamette patrol received the Silver Merit Star, or runner-up award, in the national Outstanding Alpine Patrol competition for 1999. The award was presented at a recent regional [division] awards dinner in Grants Pass.

Four Eugene residents were given individual awards: Laura Metcalf received the Purple Merit Star for effective leadership in the extrication and treatment of potentially life-threatening head injuries; Laurie Monico received the Yellow Merit Star for outstanding instructor; Steve Auferoth received the Yellow Merit Star for outstanding nordic patroller and Willamette Pass Ski Corporation President Tim Wiper was presented the Distinguished Service Award for his "exemplary support of the National Ski Patrol."

Cottage Grove Sentinel  
November 21, 2001  
Page 1A

### **Local off-duty fireman saves man's life at mall**

Joe Raade uses Gateway Mall's automatic defibrillator to save the life of a fellow shopper after he went into cardiac arrest [Raade - a member of the Willamette Pass Ski Patrol]

Finn J. John, Cottage Grove Sentinel

**SPRINGFIELD-** An off-duty Cottage Grove firefighter gave a widow a few precious extra days with her husband early this month by saving his life after the man collapsed in Gateway Mall.

Although 73-year-old Albert Kingman succumbed to a second heart attack 10 days later, his wife of 58 years, Phyllis, said she was deeply grateful for that extra time.

It all started Nov. 3, when Cottage Grove/South Lane Rural Fire Department firefighter/paramedic Joe Raade and his wife Lynn were in the Gateway Mall. Raade noticed a man leaning against the wall looking like he was close to collapsing.

The man was Kingman, and he was suffering a massive heart attack. He told Raade he felt dizzy; Raade laid him out on the floor, and he suddenly went into cardiac arrest.

Raade immediately began CPR as another mall patrol ran to call 911. Meanwhile Gateway Mass security guards had heard something medical was happening, and they came running – lugging along a portable automatic defibrillator. The mall’s owner, General Growth Properties, had purchased two of the \$3,000 machines, which enables any citizen with a little bit of training to defibrillate heart-attack patients almost as effectively as trained ambulance personnel can, in anticipation of this exact situation.

Armed with the defibrillator, Raade quickly interrupted Kingman’s heart’s deadly decline and got it pumping again. By the time Springfield Fire and Life Safety ambulance crews arrived, Kingman was aake and chatting with his rescuers.

Please see **LIFE SAVED**, Page 3A

**LIFE SAVED . . . CONTINUED FROM PAGE 1A**

Kingman was taken to Sacred Heart Medical Center in Eugene, where he recovered from the attack and a special high-tech defibrillator as implanted in his chest to “restart” his heart should the situation haen again. Unfortunately, 10 days later he succumbed to a second heart attack, despite the implanted defibrillator’s best efforts.

Phyllis Kingman said those 10 days were a precious gift. . . . I have talked to (Raade) personally, and I’m writing a letter to him,” Phyllis Kingman said, “I would like to say that he is my hero. Raade was on a church trip in Mexico and could not be reached for a comment.

[Raade received a National Ski Patrol Purple Merit Start for his life-saving intervention.]

Register-Guard

June 23, 2011

Page 2B

**City Region**

**Robert Poppen**

A celebration of life will be held at 2 p.m. Thursday, June 30, at Wesley United Methodist Church in Eugene for Robert “Bob” Poppen of Eugene, who died June 21 at age 83. The family chose not to list the cause of death.

He was born Jan. 12, 1928, in Detroit, Mich., to Jacob and Catherine Poppen. He and his wife, Mary Jean, were married Sept. 2, 1950, in Ames, Iowa.

He graduated with a bachelor of science degree in fisheries biology from the University of Iowa and earned his master’s degree at Ohio State University. He worked as a commercial real estate broker for 25 years and as financial development director for Oregon Trail Council of Boy Scouts of America for 23 years. Survivors include his wife; three daughters, Kathy Reynolds of Dallas, Ore., Mary Poppen of Sun Valley, Idaho, and Barbara Hansen of Seattle; and three grandchildren.

Arrangements by Andreason’s Cremation & Burial Service I Springfield. Remembrances to Sacred Heart Hospice.

Register-Guard

October 25, 2011

Section D

**Patrollers Honored**

Jim Hutchison and Sarah Aitken of the Willamette Pass Ski Patrol have been recognized as top ski patrollers in the U.S. The National Ski Patrol named Aitken as Outstanding Auxiliary Patroller, and Hutchison earned Outstanding Alpine Patroller. The NSP recognizes two annually from its 26,000 members who oversee 600 patrols.

[Note: number and recognition stated in last sentence in error. Only one winner is selected in each of multiple disciplines available each year.]

Register-Guard

April 17, 2012

**Oregon Life**

Page D4

**SKI PATROLLERS WIN PRESTIGIOUS HONOR**

Three Willamette Pass Ski Patrol members won a prestigious competition on April 14 at Copper Mountain Colo. Out of 11 teams of three, Sarah Aitken, Cyndy Meno and Kevin Vogt won in ski technique, rescue toboggan handling and emergence medical care at the Patroller Education Conference, Patroller Challenge. There are 26,000 patrollers nationally.