



MOUNTAINEERING CLUB OF ALASKA

BOX 2037

ANCHORAGE, ALASKA 99510

MARCH, 1973

VOL. 16, NO.

MARCH MEETING...Thursday, March 15, 1973...8:00 PM...Central Junior High Multi-purpose Room...Minislide Show—Come See!...Business Meeting...Refreshments...Maxislide presentation by Jean Montague - She will show her slides of climbing in the Bugaboos, British Columbia, with Hans Gnosser.

CLIMBING & HIKING SCHEDULE

Sunday, March 18 - BYRON PEAK 4650+50 N.W. SUMMIT By central north ridge, one of the finest one-day seasonal climbs in the Anchorage vicinity. This is an annual MCA climb with some fantastic views. Bring crampons, prussiks and a rope for every 2 or 3 climbers. Skis or fast snowshoes needed as well. LEADERS: John Pinamont work ph: 753-3219 and Charles Rigden work ph: 272-8593.

Saturday, March 24 - POWERLINE PASS PEAK 5050+50 About five or six miles of cross-country skiing to the pass then a nice ridge climb to the summit. Meet at Value-Mart parking lot at 7:00 AM. LEADER: Bill Barnes Home ph: 272-2205.

Sunday, April 1 - PENQUIN PEAK 4305 Nice rock scramble up from the Seward Highway. Good views of Turnagain Arm and Bird Creek Valley. LEADER: Paul Carnicelli home ph: 279-8788

Saturday, April 7 - MT. SIGNIFICANT 5450+50 Located between Eagle River and Peters Creek. No special equipment needed. LEADER: Barry Kircher home ph: 333-5871.

Sunday, April 15 - BIRDSEYE RIDGE 3505 Bring the whole family and climb the easily accessible point between Bird and Indian Creeks. Almost summer-like conditions and super views. LEADER: Mike Richardson ph: 274-5044.

Saturday, April 21 - WOLVERINE PEAK 4455 Wear skis for this climb of the peak between the north and south forks of Campbell Creek. Bring crampons if you want to climb to the top. There will be no sign-up sheet at the meeting so be sure to call the leader. LEADER: Rollin Dal Piaz home ph: 344-8685. Meet at Value-Mart Parking lot at 7:00 AM.

BOARD MEETING - Monday, April 2, 1973, at Tom Meacham's, 7:30 PM, 1410 H Street.

SCREE

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WINTER BEGINNING CLIMBING SCHOOL (Cont. from February, 1973 issue)
 FLATTOP, RENDEZVOUS PEAK 4005' Jan. 28 & Feb. 4, 1973

Dona Agosti

The homegoing scene varied: slick-seaters glissading out of sight in seconds, plodders up to their hips and an unusual refraction scene across the Inlet. The Alaska Range had squared off to become a Bad Lands-Grand Canyon mirage. Then there was Paul Carnicelli, who, having negligible results trying to slide out on a space blanket, was last seen yelling "taxi" to a passing skier.

My apologies to you, Dona, for failing to put the end of your article in last time--it was an oversight (did page 4 one day and page 5 another). Also, my apologies to you MCA members. At last the suspense is ended and I'm sure it is nice to know that the end of Don's article wasn't censored. -Editor-

ASCENTS OF DITLEKMA 6100' & YISBO 5950' Jan. 26-27, 1973

Bill Barnes, Jr.

On the 26th of January, Sam Means and myself skied to the Club's Fern Mine cabin 4000' in the Talkeetna Mountains. The skiing was quite pleasant as we had broken trail into the cabin the week before in a weather-out attempt to climb these same peaks.

The next day we strapped climbing skins onto our skis and headed up to the "glacier" (a permanent snowfield?) above the cabin. Between the heavy snow and problems with our climbers (later remedied with a couple pieces of rope) we spent almost three hours gaining our first thousand feet of elevation. Once on the glacier we picked up speed and found ourselves in the summit area an hour and a half later. We roped for the short summit pitch as the rock proved to be quite slippery. We found a small register in a 35 mm film can left by Art Davidson and Dave Meyers in 1965 indicated that they had climbed the peak in three hours from the Snow Bird Mine cabin. No record of other climbs was found, but I suspect that the lack of a pencil in the register had something to do with it. We did not leave our names either. The aluminum film can has stood up well, but a larger plastic bottle would be more suitable. Our route rounded the righthand side of the rock outcrop (5500' and clearly indicated on the map, Anchorage D-6) two thirds of the way up the glacier, and we climbed on skis to within two hundred feet of the summit. Our descent was made with climbing skins as much due to our lack of skiing skill as to the variable surface snow conditions.

The climbing the next day proved to be much easier since the route to Yisbo from the cabin is the same for the first thousand feet as the route to Ditlekma. Again, we climbed as far as possible on skis before abandoning them in thigh-deep snow about 700 feet below the summit. The snow changed to hard pack within a few hundred feet, and we made rapid progress to the summit where we again protected the summit pitch due to the icy moss. The register was found in a small plastic bottle (with pencil) and indicated that the peak had only been climbed twice before. We had fine weather as we had had the day before.

While we were pleased to have climbed Yisbo, this peak was really a by-product of our trail breaking, which we had hoped would make an attempt on Higher Spire and possibly Lower Tower feasible the next day. However, high winds, snow and white-cut conditions above 5,500 feet forced us to abandon that project the next day.

I believe that Yisbo and Ditlekma were both first winter ascents.

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"Another Statistic in the Potential Outside Influence on Alaska Mountaineering"

"Just fifteen years ago a DC7C airliner inbound from Tokyo landed at Anchorage International Airport. After a refueling stop it took off again for Copenhagen. The flight was historic: It marked the opening of a new Asia-Europe commercial air route over the shorter polar route. But even more it marked the beginning for Alaska of a pronounced new accent on international air traffic. . . .

"That first flight was made by Scandinavian Airlines System and SAS is still among the leaders on the polar route. But in the years since that flight SAS has been joined by nearly a dozen other international airlines that now offer service through and from Alaska to Europe and/or the Far East. And it was not until later years that the internationals received rights to discharge and board passengers here. . . .

"The third airline in the Alaska-Orient service is the first foreign airline to receive traffic rights for this route and a relative newcomer to the state—Japan Air Lines.

"JAL has been using Anchorage as a refueling and service stop since 1961 but only received passenger rights between Tokyo and Anchorage in 1972. In its relatively short period of operation in Alaska JAL has become the state's most important international carrier. It now has 65 flights a week touching down at Anchorage International. . . .

"But the main portion of the international picture is taken up by those carriers offering service between Alaska and Europe or the Far East. And the question is just what do they contribute to the state.

Japan Air Lines furnishes a good example. In its most recent fiscal year (ending March 31, 1972) it carried a total of 98,497 passengers through Anchorage. All of these passengers, of course, had the right to make brief stopovers in Alaska while en route. . . .

"This past year an estimated 4,000 Japanese visited in Alaska and of that amount about 750 were JAL-sponsored tourists. This tiny trickle is expected to grow into a mighty stream of visitors within the next few years.

"Tosao Senda, JAL vice president for the Americas, put it this way in a speech at Fairbanks:

"We foresee thousands of tourists coming in the future—to ski, hunt, climb your mountains—in short, to enjoy your spectacular scenery and wide variety of recreational activities.

"If you ever have seen the crowded ski slopes of Japan, you will realize how great the potential is for attracting these snow fans to Alaska. Japanese may like to travel in groups, but in the snow country, we like to have more room between. It rarely exists in Japan, but you have plenty of room in Alaska."

"One element which is expected to speed this increased flow of tourists from Japan is the newly approved lowrate triangle fare for groups of Japanese flying between Tokyo, Honolulu and Anchorage. Worked out between JAL and Western Airlines, the triangle is also available to the Japanese over Pan American and Northwest Orient."

-The above excerpts are from "International Airlines Play Bigger Role in State Aviation" by Robert G. Knox in ALASKA INDUSTRY, January, 1973, pp. 31 - 2 & 42.

The following is an interesting item from DESCENT—Newsletter of Alaska Alpine Club in Fairbanks, Oct-Nov., 1972:

"The following is a draft of a joint AAC - BLM - Alyeska Press Release. It is still under review, subject to change. It is released first to you, members of AAC for your information.

SCREE

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DRAFT

PRESS RELEASE - AAC - BLM - ALYESKA

"A small and somewhat unusual chapter in the history of conservation was concluded this fall as the Bureau of Land Management announced an accommodation (sic) between the Alaska Alpine Club (AAC) and the Alyeska Pipeline Company. At issue for the past three years has been the utilization of some acreage near a small limestone outcrop at 39 mile Elliot Highway, known locally as Grapefruit Rocks. The AAC and other recreationalists have used the site for many years for hiking, camping and rock climbing and became worried about the future of the site when Alyeska released plans showing that their pipeline alignment called for a pumping station in a saddle between several of the outcrops. Following some early correspondence and two meetings between Alyeska and the AAC, with representatives of the BLM in attendance, it became clear that there was a conflict of interest between the recreationalists and the pipeline builders.

"The unusual element of this conflict was the manner in which it was resolved. The AAC made it clear at the outset that it wished to solve the problem by discussion rather than confrontation. The BLM accepted the challenge and the opportunity to show that government could beneficially mediate a conflict between conservationists and developers in the context of the newly evolving environmental awareness. In the months that followed many alternatives were considered in great detail by all three parties. These alternatives ranged from relocation of the pumping station to accommodation of both uses at Grapefruit Rocks to location of a new rock climbing area. The problem was that the site had unique qualities which made it ideally suited for both uses, but it was evident that the recreational values would be adversely affected by the presence of the pumping station. After many proposals and counterproposals were made and rejected a compromise site for the pumping station was agreed upon which is several miles north of the outcrops and had slightly worse foundation qualities but a better position relative to the pipeline alignment. The new site can be visually shielded from the outcrop area and will allow camping in the saddle to continue as before.

"Alyeska demonstrated good faith with the conservationists by expending a significant amount of time and money in technical consideration of alternate sites for the pumping station. The BLM provided a forum for the discussion and technical and logistic support for the AAC's effort to identify and partially evaluate alternate sites for both the pumping station and the recreation area. Altogether the three year effort is regarded by all sides as a good example of productive interaction between industry, government and the public."

BYOBU WALL, JAPAN

July 16-18, 1972

Ned Wm. Lewis

We (party of 3) spent one day waiting for it to stop raining, eating and drinking luxuriantly. On the 17th, we did the major face, 600', A2, F6 (8 hrs.). There were lots of flowers and little red bugs to be observed while waiting for the next guy to come up.

The 18th found us going up a crease on the left side of the wall that the Japanese call a gully. It was 1100', F7 (13 hrs.). It reminded me of stories I've read about the Eiger, with all the rock fall and no place to escape. A party immediately ahead of us was forced to retreat when one of its members was struck and injured by rock fall.

HODAKA RANGE, JAPAN

January 2-9, 1973

Ned Wm. Lewis

Seven of us (Kansai Mountain Climbers Club) went into the Hodaka Range to attempt a first winter ascent. As well as the successful climb, we also ate well on the food left by previous parties. The climb (1500' F7, A2) was covered with

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verglas, which in addition to the high winds (being blown sideways while in your stirrups) and snow caused us to take two days to complete the climb. Other than the one bivouac, we spent the other six nights comfortably in cabins. In addition to the above-mentioned climb, we got in a small wall of 400', and in the last two days traversed two peaks (here again the high winds and snow caused route finding problems).

The Japanese image of an alpinist is one who climbs well and climbs often under all conditions. Since I returned to Japan a year ago there have been few weekends when I haven't climbed. From the first part of September, we have climbed wearing crampons and gloves (very interesting in lay-backs and on friction pitches).

I feel it would be a plus for MCA if you would make contacts and climb with Japanese Clubs. These contacts if pursued would, I feel sure, bear fruit towards MCA participation in Himalayan Expeditions.

MT. ALPENGLOW 4850+50

Feb. 25, 1973

Larry Swanson

Art Ward and Steve Jones, not wanting to waste Saturday the 24th which was sunny, drove down to Sunrise to get an early start. Good snow conditions put them at the base of the ridge, where they set up camp, in about three hours (12:00 - 3:00 PM). The next day at about 9:00 AM they were joined by the rest of us who climbed up from the road early on the 25th. The group consisted of John Pinamont, Paul Carnicelli, Jerry Gottpehuet, and myself. Wayne Cates had started up with us but had forgotten his skins so he didn't get too far, but he still had a good time skinning part way to Hope and back.

The climb up the ridge was quite spectacular and the views of Turnagain Arm, the Chugach and Kenai Ranges were quite rewarding as well. Everyone reached the summit at around 1:30, and we spent awhile eating, snapping pictures and taking in the view before descending.

It didn't take long to get back to where we had left our skis and with them on we had a super 2500 ft. ski run back to the cars, which we reached at about 6:00 PM. We ended this rewarding day a bit tired and with a first winter ascent behind us.

VISTA PEAK 5070

Feb. 11, 1973

Tom Meacham

Sunny but crisp weather greeted four MCA'ers and one four-footed guest as they set off up Meadow Creek above Eagle River, moving smartly up the snowmachine-compact trail. It is a long four miles before the Vista Peak objective comes into view, and by that time Warren Cotts has decided that teflon-coated ski bottoms don't hold wax particularly well. Caching the skis, Warren trudges up the trail to the base of Vista, punching through past the knee every third step. Tiring business! The other three, Paul Carnicelli, Jr., Steven Crye and Tom Meacham, continue on skis until the climbing begins. Nellie-the-Airedale, not being on skis, has troubles in common with Warren.

Part way up the northwest ridge of Vista, a band of four Dall sheep is spotted, though they move out of sight before Warren can assemble his 400 mm lens and tripod for a photo. A little later, Warren decides to return to his skis and ski-tour down the valley, his bout with waxless skis having used up the calories the rest of us were counting on to propel us further up the peak. Tom is keenly disappointed, because he was counting on Warren to lug that heavy telephoto lens to the summit, where he would be asked to lend it to the leader for a few shots.

Higher up, the breeze picks up and Steve moves ahead to warm his frostbite-prone toes. Tom "ropes up" with Nellie via a leash to her collar, since she has never seen anything steeper than the basement stairs until today. Her built-in crampons work fine until the snow becomes too crusty for her weight to break. Just before the summit, Paul and Tom meet Steve heading down. He had waited 50 feet below the

summit ridge for the rest of us, but his toes chilled and the only way to warm them was to move down.

Paul, Nellie and Tom finally reach the summit at 2:30 PM, with a magnificent 360° view. Old footprints in the snow indicate a recent visitor, but the register does not reveal his identity. Who was it? Newer canine footprints indicate a four-legged visitor. Nellie thus did not make the first winter-doggie ascent, but only the first winter-domestic doggie ascent. Some wandering coyote bagged the peak before her!

Downing crampons for the quick trip down, with the dog sliding between our wide downhill footprints, belayed by her leash and an improvised harness to Tom. Then to the skis in fading daylight, meeting four "iron dogs" running without headlights in the valley below. Outer-space apparitions, with their plexiglass-faced operators. Back to the truck at dusk, to find a note from MCAers John and Carol Dennis who had skied to the base of the peak during the day and had seen us higher on the mountain. A fine time was had by all!

WHAT-SCREE-SAID-WAY-BACK-THEN-DEPT.

Five Years Ago - March, 1968 - Vin Hoeman reported a first winter ascent of Mt. Williwaw; it was the fourth ascent of Mt. Williwaw. Bill Babcock, Dud and Harry Bludworth, Karen Courtright, Dave DeVoe, Steve Shrader and Grace and Vin Hoeman reached the summit. Dave Johnston wrote "MCA Voice from Antarctica (85° 46'S, 176° E)" in which he reported eight first ascents in the Antarctica. John Wolfe wrote that a nice easy one-day hike up into the hills is possible on the old rutting road up the Rainbow Creek approach back of the suicides.

Ten Years Ago - March, 1963 - Lloyd Morris reported wonderful glissading on Helga Mountain. He stated, "A nice walk up, 3300 ft. up." and "The main hill should be fun this summer too, with a beautiful view." Shepa M. Prescott reported on "A Day in the Deep Powder Snow" or "Observations by a Four-Footed MCA'er." The day at Independence Mine was told through the eyes of Isokluk "with a push on the paw by Shepa M. Prescott."