



CHINA LAKE MOUNTAIN RESCUE
GROUP

P. O. B O X 5773

CHINA LAKE, CALIFORNIA 93555

Editor: Dianne Lucas

DECEMBER 1974 #28

CALENDAR

- December 7/8 Pilot Knob (near Isabella). Organized by Carol Burge, (call 446-5359).
- December 9 Meeting 45-A Stroop (Fred Camphausen's). After-the- business farewell to
Russ Huse.
- December 15 Stretcher practice on Owens Ridge. Call Bill Stronge for details (375-9239).
- December 21-22 Mt Barnard (northwest of Mt Whitney). Arrangements by Daryl Hinman
(446-5242).
- January 4 Piute Monument (some books call it Winnedumah). The monolith on the
skyline east of Independence. If you want a nice walk and a short but
interesting climb, ask Bob Rockwell (375-2532).

[If you are interested in rock climbing on other weekends, call Al Green, 375-8012].

- January 11/12 A weekend tracking practice. Call Harry Garner (446-2168) [For information
on 1- hour, weekday practices, call Don Harris, 446-5074].
- January 18-19 Survival training near Spanish Needles. Ask Bill Stronge.

DONORS & FRIENDS

In November, CLMRG's good friend, Clifton Chandler, once again donated a sum for rescue equipment. Nice to hear from you, Clif..and thanks!

Thanks to member Janet Westbrook..who designed and narrated a slide show on the 1972 Mt. Ritter tragedy as an example, in safety education.

#7415	Aborted Mission, Picacho State Park	Bill Stronge
#7416	Alert, Mt. Whitney	
#7417	Alert, Lake Sabrina	
#7418	Alert, Bolivia	
#7419	Aborted mission, Sequoia National Park	Carl Heller
#7429	Search, Tuolumne Meadows, Yosemite, 5-6 Sept.	Dennis Burge

This was a successful search in Yosemite National Park for a 17 year old Hollywood girl. The object of the search was Elizabeth (Lynn) Cadwell, who had been under treatment for mental problems. She had disappeared near the stables at Tuolumne Meadows on Tuesday afternoon, 3 September.

The Park Service put out the call for CRMRA assistance on Wednesday evening. Al Jones, Terry Moore, Daryl Hinman, Jim Dixon and I left the hut at 2:30 a.m. on the 5th (Thursday) to join some 60 other searchers in a massive line search that day. This turned up nothing definite.

By the morning of the 6th we were somewhat pessimistic since Lynn had then been out 3 nights in temperatures which dropped to the mid-30's, and was reportedly wearing only shorts and a halter. That day we were divided into smaller groups of about 20. I believe this was considerably more efficient, since it was much easier to keep the group in a reasonable line. We moved to our area and had spent most of the day sweeping back and forth when we heard the good news that the group just to the south of us had found Lynn, alive and in good condition.

This search shows again that persistence pays off even when things do not look hopeful. Lynn had kept warm at night by continually walking around. Without food she probably could not have kept this activity up for another night.

#7421 Alert, Alpine County

#7422 Bishop Pass, 30 October Al Green

This call came immediately after we were taken off Alert for the lost hunter in Alpine County. A party of unknown size and composition were overdue from a hike to Dusy Basin. Apparently they were supposed to be in San Diego Monday afternoon and the call came on Tuesday.

NAF agreed to send in a helicopter and wanted two from CLMRG to go along. We were airborne at 0750 Wednesday morning. At Bishop, we talked to Inyo County Deputy, Sgt Bob Belay and Rush Kittle of the Inyo County S&R team. They informed us that there were three people missing, George Urbas, Terrie Nerren and Randy Burks.

The obvious thing to do was to fly the route and at 0940 the three were spotted near Bishop Pass. They were moving around and were evidently not injured. At this point four of us in the helicopter were excess baggage and as such were taken back to the South Lake hikers' parking lot and dumped. Lt. Refo (NAF) went in with his copilot and crew chief and successfully evacuated the party.

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#7423 Search, Don and Bea Jones, Kern Plateau, 7 November .. Carl Heller

The Jones' went driving on 6 Nov. (Wednesday) after giving very vague ideas of their plans to their youngsters and friends. Their car broke down and ran out of gas that evening. They then stayed in or near the car until found at noon Thursday.

Their friends began driving the roads about 2200 Wednesday. At 0200 Thursday CLMRG was notified of the problem by the Ridgecrest Police. We sent a team to join the volunteers at Black Rock Ranger Station -a probable location - and set up our radio at the hut.

When this advance team reported at 0650 that no one had found any clues the operation was enlarged. Tulare County Deputy Montgomery asked the Rescue Coordination Center for a helo and NAF obliged. The CAP and CHP promised fixed-wing aircraft. Kern County sent out the IWV team and promised the County helo.

The CLMRG early morning team (Westbrook, Harris, Brown, Anderson) had joined the three 4-wheel-drive vehicles (driven by volunteers from the Ridgecrest Police, the Police Reserve, and the China Lake Police..friends of the Jones'). The road search by the various vehicles was coordinated through the use of CLMRG radios.

By noon the search pattern was approaching the road where the Jones vehicle was actually found. The CAP had a plane from Inyokern in the air. The IWV team had covered several canyons on the East side of the Sierra. Then the NAF helo announced spotting a white station wagon - but no people nearby. Burge and Joy were aboard the helo.

As the helo descended its radio signal disappeared. The subjects came to the helo as it landed. As soon as they were airborne the crew let Base camp know the subjects were aboard and safe. It was a matter of getting teams home and helping Don Jones arrange the rescue of his vehicle.

NOTES

1. This operation was the first test of our new policy of sending an advance team up Nine Mile Canyon on any call. Lt. Keller, of the Porterville Station, Tulare County Sheriff's Department, backed us completely and the operation went smoothly.

2. It proved useful to send four radios with the advance team. Bob Westbrook was able to run a coordinated search by 4 vehicles - only one our own. The helo should always have two radios - one for the crew and one for any field team which may be set down. For example, Burge and Joy may have had to start searching if the Jones' had left their vehicle.

3. The headset can be used with the PT-400 or with one (only) of the PR-36's. We let that PR-36 get away with a ground team, unavailable for the helo. That PR-36 and the headset should be considered as one unit.

4. The KAAR base radio with unidirectional antenna permits talking with portable transceivers at certain high points on the Kern Plateau. Two good points are the high spot on the Rock House Basin access road and the top of Bald Mountain, which is a Fire Lookout with an access road with a locked gate.

5. The winter days are short and by noon - just before the find -I was wondering whether some procedures were started too late. In retrospect I believe that as the coordinator at China Lake I should have done the following:

a. Contacted the CAP before 0700 and tried to arrange an 0900 flight over the plateau. Such a flight will be even more important if CAP gets one radio on 155.160 MHZ.

b. At 1100 we should have begun arranging for 3-6 more vehicles to leave at 1200. We will need a few more radios for such operations.

Total CLMRG time: 100 man-hours

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QUALIFICATION COMMITTEE Al Green

A requalification check list has been sent to all support and rescue members. This is a modification of last year's form to include the recent member category changes. If you haven't responded yet, please take a few minutes and look it over. Then send something to us indicating your status and any problems.

We want to extend a welcome to George Turner who has applied for CLMRG membership. George is an experienced pilot and has a Cessna 180 which is able to transport three people and their gear as well as a Piper Super Cub (PA-18) particularly suitable for air searches. He is a mission pilot and observer with the CAP.

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TRACKING

Search and Tracking Practice, 6 October ••. Lee Lucas

Sunday dawned cool and partly cloudy as team members drove up Nine Mile Canyon. The problem: a hiker and his dog had been reported missing overnight in the vicinity of Chimney Peak. Meanwhile, the "victim" was busily laying tracks up the peak, stopping occasionally to change boots. Notes to myself indicate the problem: 2 sets of lug tracks; car tracks over one (the decoy) set; go cross-country from parking area; go along a dirt road or path for a while; later sign summit register.

Excerpts from the base camp log summarize the practice:

- 8:20 Teams deployed [from BLM Headquarters area]
- 8:35 Victim's car located
- 9:05 Teams cutting perimeters for tracks
- 9:15 Team #28 locates lug tracks with dog bearing northeast
- 9:20 Team #28 locates second lug track
- 9:35 Team #28 has 2 sets of lugs with dog tracks
- 10:00 Team #18 recalled from cutting road-edge to help Team #28
- 10:20 Team #28 locates victim

CRITIQUE:

1. While looking for "victim's" car, searchers drove over tracks on a road that would have established direction of travel. A tracker riding on the car hood might have prevented this erasure.
2. When the searchers congregated around the "victim's" car, they inadvertently trampled clues that would have told them which lug track was the "victim". This frequently happens, especially when base camp is located at the victim's car, tent or camper.
3. However, the easy tracking terrain (class 2-3)** around Chimney Peak allowed searchers to cut perimeters almost at will and to find the "victim's" tracks (with dog tracks) going up the peak.
4. The practice ended several hours sooner than planned when the "victim" (fearing he had made the problem too long) back-tracked himself down the peak - right into the arms of Team #28.

PARTICIPANTS: Jones (O.L.), Peterson, Joy, Anderson, Harris, Moore, Garner, Hinman, Eric Adams, and Lucas-as-victim.

**NOTE: CLMRG is attempting to classify tracking difficulty and hence tracker skill, in a manner analogous to rock climbing classification. Our current thinking is that Class 2 is big fat footprints in sand, mud or snow, while Class 5 is 'sign' of tracks only: depressed pebbles, dirt transfer on vegetation, etc.