

# PENINSULA WILDERNESS CLUB



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## October 1989

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PWC meets on the second Monday of every month at 7:30 PM at the Kitsap Unitarian Fellowship Church on Perry Avenue in East Bremerton. The public is cordially invited.

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### **M**EEETING OCTOBER 9TH

Join us for PWC Show and Tell. A few of the club members will be showing slides of their summer outings at the October meeting. You can just watch or bring some slides of your own. The slide projector will be provided. Please give Skip a call at 830-4746 if you are interested in showing some of your slides.

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### Upcoming Activities

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#### Trip to Nepal

How does a six to eight week trek to Nepal in mid to late September, 1990 sound? Larry Thomas is in the planning stages of this grand adventure. He tells

me that the trip will include a four week trek to the Mount Everest base camp with some climbs along the way. If this sounds like a trip you would be interested in, give Larry a call at 830-4456.

#### Queen Charlottes

Skip and Sharon McKenzie will be taking a three week sea kayaking trip next year to the Queen Charlotte Islands. If you are interested in going along give them a call at 830-4746

#### Rock Climbing Trips

New PWC member Mack Johnson is looking for someone who would be interested in joining him for some technical rock climbing. He is interested in going to Index Town Wall or other areas.



He has the experience needed to climb at 5.11. If you would be interested in joining Mack, give him a call at 692-7418.

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### New Members

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The club membership continued to grow last month with eleven new members joining at the September meeting. The membership of the Peninsula Wilderness Club extends a warm welcome the following new members:

Bruce Dirmeyer  
Jeanne Blair  
Tim Baltz  
Steve & Mindy Fohn  
Kathy Carle  
Randy Grunigen  
Judy Guttormsen  
Karla McCullough  
Mack Johnson  
Keith Newman

# Mountain Cooking



by  
Brian Miller

Backpackers and mountaineers are always looking for ways to save weight and save time. And if you are like me, you hate washing dishes. One trick I've used with success is to leave extra dishes behind and do the cooking in a ZIP-LOCK freezer bag. New bags are water tight and will hold boiling hot water. Various just-add-water dishes can be cooked up this way. Mix up your own concoction at home, put it in the bag and then at camp, "just add water." While you are waiting for the food to cook, place the bag inside your jacket for extra warmth. Make sure the bag is not leaking first. After the meal, the bag will serve as a fine garbage bag.



## A Nourishing Recipe:

### Chicken and Rice.

1 cup Minute Rice 1 package  
Lipton Cream of Chicken  
(Cup-O-Soup) some seasonings  
such as: salt, pepper, curry  
powder, parsley, sage,  
rosemary and thyme. Use your

imagination. 1 small can  
Chicken (un-opened!) Put the  
above ingredients in the bag.

note: This has a long shelf  
life and need not be consumed  
right away. Just make sure  
the bag doesn't get damaged  
before adding water.

At camp, remove the can of  
chicken and set aside. Add 1  
cup boiling water (more or  
less depending how soupy you  
like it). When the rice is  
cooked, approximately 3  
minutes, mix in the chicken.

Experiment with different  
combinations of spices, meat  
and soup mixes.

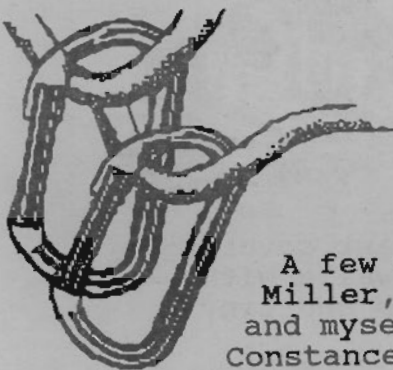
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## Editor Note:

Thanks, Brian, for the great  
article on mountain cooking.  
You've convinced me to try a  
few "freezer bag experiments"  
in my kitchen (other than  
those I'm conducting way in  
the back of the refrigerator).

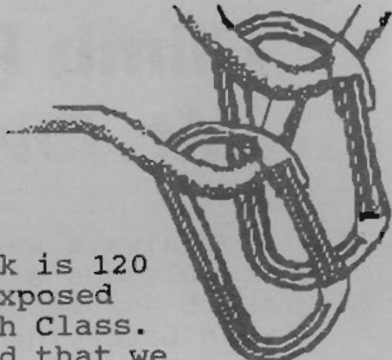
Other club members are  
encouraged to share their  
recipes and helpful hints for  
mountain cooking. To submit a  
recipe or idea, or any other  
item for the newsletter, you  
can give me a call at 692-5086  
or give them to me at the next  
monthly meeting. You can also  
mail them to the following  
address:

Don Paulson  
6720 Lois Drive N.W.  
Silverdale, Wa.  
98383



# Inner Constance

By Doug Vaught



A few weeks ago, Brian Miller, Mac McDowell, and myself climbed Inner Constance. After a long trudge up the Lake Constance trail, we made camp in Avalanche Canyon, just below The Thumb. There was very little snow left in the canyon, so we took the opportunity to do some bouldering after dinner where Brian was able to show off his rock climbing skills.

After thick fog the previous day, we awoke to a beautiful clear sky. We quickly ate breakfast and started off. We had intended to ascend via either route 2 or 3 as described in the Climber's Guide, but we missed the correct gullies near the shoulder leading to The Thumb, and got off-route. As a consequence, we ascended straight up a very steep and loose couloir. This was a bit scary and I certainly would not recommend it (although it might be easier in early season).

We reached the summit ridge just below The Pyramid, and headed over to Inner Constance. By this time the clouds had rolled into Avalanche Canyon, so we had no visibility to the east (our way back down), but superb views to the west, especially of the Dungeness River and Warrior Peaks.

The summit block is 120 feet high and exposed enough to be 4th Class. We now were glad that we had carried up a rope, harnesses, and a short rack. Brian led this final assault and soon the three of us stood on a small, airy summit. It had taken us six hours from camp.

We descended the summit block, ate a satisfying lunch of kippers, sausage, cheese, and crackers; packed up and headed down. We found the correct route to descend, but since there was no snow, we had to be careful yet again about kicking rocks down onto each other. Other than rock fall, the descent was not too bad, although we had to contend with fog, which made route finding a little bit harder.

All in all, it was a very satisfying climb - Brian, Mac and I did well together. I would recommend Inner Constance to those who seek solitude with a strenuous, 3rd Class, mixed terrain, alpine climb. Much of it, however, is quite exposed and not protectable. It would, though, probably be easier in early season with more snow.



# Climb Report: Mt. Olympus



I've always wanted to climb Mt. Olympus after reading about how beautiful it is. So when Larry Thomas announced this trip I was anxious to go. The plan was to drive to the trailhead Thursday evening and walk into Happy Four Camp and meet up with Judy and Barbara. This we did in the blinding moonlight.

This was three firsts for me. My first PWC climb, first time to Mt. Olympus, and first wholly night hike. As our eyes adjusted to the dark in the dense forest we were dazzled by moonlight at the occasional clearings. We actually had to shield our eyes with our hands!

Then wild, windmilling gyrations of the arms and rapid stomping of the ground became popular. Sometimes there was kissing the ground. All claimed that this was caused by tree roots and big stones in the trail. But I saw thru this and recognized it as the seldom photographed Mountaineer's Anti Rain dance.

The need for speed in our trip was to out run the treat of rain which was due to hit Saturday or Sunday. Friday morning was a beautifully sunny warm day, and we were away after about six hours sleep. We spread out to our own pace as the day stretched on. The big steel foot bridge spanned a gorgeous deep channel thru which the Hoh

river ran. Its mist covering the rocky shear walls with thick moss, ferns and tiny trees.

Further on we had a long lunch and a cat-nap at Elk Lake, then the last 2.3 miles to Glacier Meadows. Around a pleasant dinner, the time of 2:00 a.m. was decided on to begin the final summit climb. This was to out race the expected rain and to allow a view of the sunrise from the top.

Alas, a couple of us were more exhausted than anticipated and waited below. The summit team met with cloudy skies which turned to drizzle and snow. So with some unexpected difficulties they managed up the Blue Glacier to Glacier Pass with a look onto the Hoh Glacier. They then returned to Glacier Meadow.

Around 9:00 a.m. all seven were headed back down to return. Eight miles later at the Ranger cabin (closed for winter) we had a nice (with popcorn) long lunch and rest. Here some spent the night in the shelter watching deer and elk in the moonlight on the meadow. Ted and I found our way out to the car that night.

I must say how impressed I am with the good feelings this group gave me. To be so accepted by complete strangers! To be part of a group of climbers in this way is such a meaningful experience to me.

# The Prez Sez

It's the time of year when people start thinking about what was done during their summer and what the winter holds in store for them. For Sharon and I, ski season is just around the corner. Here are some things you may want to think about.

Take the next few weeks to check skis, tighten those bindings. If your skis have metal edges, clean, check and



sharpen them or take the skis to a qualified shop for a tune up. Water proof your boots. If

you wax, double check your wax inventory. If you carry a wax kit, this is the time to insure the little things are in it - a scraper, wax remover, thermometer and those little things that will help you get back to the car. If you are going to ski in the back country and haven't had any avalanche training, this is the time to sign up for a class. I have information on a couple of classes, check with me if you have questions.

This also is the time of year to be thinking about who you want to serve the PWC and take it in into 1990. There is a number of qualified people who can do the job.

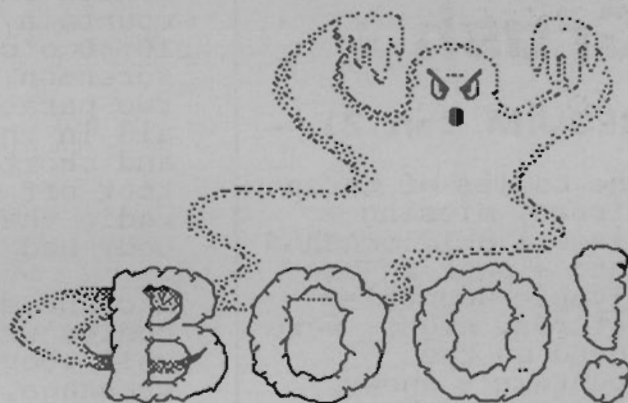
# FYI

## PLAN AHEAD FOR ENCHANTMENT LAKES

If you are thinking of hiking into the Enchantment Lakes this fall or next year, here is some information about the reservation system in effect.

From June 15th to October 15th each year the number of overnight visitors is limited to 20. 75% of the total (i.e. 15 people) can be reserved in advance and the remaining 5 are on a first come basis.

Reservations are accepted starting March 1. The available slots go fast so put in your request early (the October weekends are booked for this year). Call the Leavenworth Ranger Station at 509-782-1413 to obtain an application form. There is a \$1.00 a day fee. If you are going without a reservation, check in at the Leavenworth Ranger Station which opens at 7 a.m.



## Happy Halloween

## The Straight Scoop

Hundreds of hikers over the years have explored the remains of a B-17 bomber which crashed in Tull Canyon near Tubal Cain Mines. According to Robert L. Wood, in his Olympic Mountains Trail Guide, the airplane crashed in September of 1941, killing six people, and was discovered by hunters in 1948. What actually happened is told below. PWC member Dale Boyle provided me with the following copy of a January, 1952 Seattle Times article about the crash.

## 3 Bodies Found on Mountain in B-17 Crash

**SEQUIM, Jan. 21, -**

The bodies of three airmen, missing since a B-17 crashed into a peak in the Olympic Mountains Saturday night, were found on the mountain's snowy slope today by searchers flown to the scene by helicopter.

## 'We Went Down, Down Like Toboggan,' Says B-17 Crash Survivor

The victims were Capt. Stanley Lankiewicz Jr., navigator, Tacoma, Tech. Sergt. Alan S. Rall, engineer, Tacoma, and Sergt. John A. DeRath, radio operator, whose home is in Norway.

Lieut. Comdr. Gordon H. MacLane, pilot of the Coast Guard helicopter, landed at the C.O. Fritz farm near Sequim with word that all three of the missing men were dead. The five surviving crew members had been evacuated yesterday.

MacLane said two paramedics whom he flew to the scene late yesterday had found two of the bodies when he landed on the mountain side at 10:30 o'clock this forenoon. He left two paratroopers to aid in the search, and shortly after he took off got word by radio that the third body had been found.

MacLane said the bodies were found well above the plane wreckage, which plunged 1,500 feet down the mountain after scrapping the peak with its belly.

This afternoon, Commander MacLane undertook a shuttle operation to bring out the bodies.

### PORT ANGELES,

**Jan. 21, -** Five men who walked away from a shattered Air Force B-17 rescue bomber that tobogganed down a sparsely timbered slope of an Olympic Range peak said today the mountain snatched the plane out of the sky in a blinding snowstorm.

The crash came without warning about 6:40 o'clock Saturday night "while we were doing everything right," said Capt. Kenneth I. Sentner, 33, North Hollywood, Calif., who was at the controls.

The bomber was returning to McChord after hunting for survivors of a DC-4 crash in which 6 died near Sandspit in the Queen Charlotte Islands. Earlier in the week the plane had flown out of Port Hardy, B.C. in the futile search for survivors of the broken freighter Pennsylvania, which was lost with 46 men.



# 'Bomber Tore Apart Crashing Down Side of Mountain,' Says Flyer

Sentner, the plane's pilot, suffered a dislocated right shoulder and cut hands and face.

The other survivors and their injuries are: Capt. Casmir F. Hybki Jr., 31, pilot, Peru, Ill., wrenched knee and cut elbow. Staff Sgt. Edgar C. Farmer, 27, engineer, Santa Fe, N.M., cut hands and face. Sgt. Charles W. Hartke, 22, radio operator, Chicago, body bruises.

The Bomber apparently "dragged" the crest of the unnamed peak with its belly, lost flying speed, nosed over the summit, then slid and bounced 1,500 feet down a steep slope, were snow ranged from waist deep, to ten feet. Some of the survivors were flung from holes which popped open in the fuselage at each bounce. At the end of the terrifying slide, fire broke out in the wreckage. The plane did not explode.

The peak, 17 miles southeast of Port Angeles and five miles southeast of Tyler Peak, is just inside the Olympic National Park.

## Instruments Used

"I didn't see it." said Captain Sentner. "I was flying while the pilot was working the radio. We were on instruments as we passed over Dungeness. We hit a snow storm. Visibility was nil and the air was very turbulent. But everything was fine. It was just like any other flight on instruments in bad weather. We were sitting there, fat, dumb and happy. The on course signal was coming in strong and clear and we were riding the west edge of the beam at our assigned altitude of 6000 feet."

"Voice and radio conditions were poor", said the captain. "We were doing about 170 miles an hour when we hit belly side. I sucked her back, then the nose flopped over and we went down, down like a toboggan. It was like being inside an automatic washing machine."

"The ship was tearing up all the way. The wings ripped out. Pieces of the fuselage were flapping along on the end of cables. I

was pretty well braced in the seat, but the seat broke off. The motion stopped momentarily, and I tried to get out a hole in the side. Then she rolled again, and I just got my foot back in time to keep from scraping it off against a rock. I held onto the bomb racks and rolled with it."

## Fire Breaks Out

"When she finally stopped, fire broke out in the compartment. I guess it was oxygen bottles. My nylon flying pants caught fire. Brother, I thought I'd bought the farm then. But I made it through a hole and I guess the snow put out the fire in my pants. It was pitch dark and snowing, and the wind was blowing a small-time blizzard. My hands were bleeding and I was trying to get my gloves on. Then I heard Hybki hollering."

Captain Hybki had been thrown through a hole in the fuselage on the bombers first bounce near the top of the mountain. Flames licked along the shattered hull. The survivors counted noses by the red glow against the scarred white mountainside.

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# B-17 Crash

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Sergeant Scargall had been in the forward compartment with the pilot and the co-pilot. Farmer and Hartke were peering at the blackness from the scanners' seat in the waist when the plane hit.

## No Doors Needed

"We didn't have to hunt for any doors to get out," said Farmer.

"We managed to pull out some sleeping bags and rubber exposure suits." said Captain Senter. "We tied a parachute between two trees to make a wind break. Somebody turned up with a first aid kit and we patched each other up. We had some emergency rations, but nobody felt like eating. We dosed off once in a while from exhaustion."

"I woke up about 3 o'clock yesterday morning and it had turned into a beautiful night. I knew then that it would clear after daybreak

and planes would search for us. I felt a lot better." "The plane burned for about five hours. I have to guess at it because my watch got torn off my wrist."

## Plane Arrives

The men saw the first search plane overhead about 8 o'clock yesterday morning. It was one of about 40 circling the area. Later a Coast Guard helicopter rescued them.



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**October 1989** - TIME DATED MATERIAL -