



Journal of the New England Ski Museum

Spring 2016

The Mountains of Maine:
Skiing in the Pine Tree State, Part Three

Issue Number 100

By Jeff Leich



Sugarloaf Mountain Ski Club

Willy Schaeffler, left, the FIS technical advisor for the US, and Sugarloaf manager John Christie are shown in April, 1967 as they prepare to fly over a proposed Olympic downhill course site on Mount Bigelow. The short-lived Maine bid to host the 1976 Winter Olympics envisioned alpine ski events at a proposed new ski resort on the north slope of Mount Bigelow that would front on the shore of Flagstaff Lake. The 2,703-foot Bigelow downhill course that was selected by Sno-engineering would have exceeded the 800 meter vertical drop required by FIS, a dimension that could not be matched elsewhere in New England.

Struggles of the Seventies

While the decade of the 1960s saw the blossoming of alpine ski areas throughout Maine, the 1970s brought the harsher reality of sustaining those operations in an environment that had changed rapidly since the areas were first planned. Twin energy crises struck the nation at the start and the end of the decade, spiking gasoline prices and raising the possibility of rationing. The gasoline price shocks coincided with several winters of disastrously deficient snowfall in the northeast. Environmental regulations were introduced in the form of the Maine Land Use Regulation Commission (LURC) and the federal Environmental

Protection Act. The prime interest rate began to climb from 10% in 1974 to a ruinous high of 21.5% in 1980. Taken together, these factors constituted strong headwinds for Maine ski areas, and some did not survive the decade.

Enchanted Mountain, which was challenged by its remote location and lack of accommodations since its 1966 opening, closed in the winter of 1974. Bald Mountain in Dedham shut down, and its lifts were installed at the Camden Snow Bowl in 1974.¹ Evergreen Valley in Stoneham, under development with elaborate aspirations, opened in 1973 only to close down in 1975.

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New England Ski Museum

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Mission

New England Ski Museum collects, conserves, and exhibits elements of ski history for the purposes of research, education, and inspiration.

Specifically, the Museum:

- ❖ collects and preserves examples of ski equipment, clothing, art, and ephemera;
- ❖ collects and preserves photographic records, films, and historic documents of skiing;
- ❖ maintains a reference library of ski literature, including books and periodicals;
- ❖ collects and preserves memorabilia of the 10th Mountain Division;
- ❖ maintains an oral history library of notable skiers;
- ❖ provides exhibitions about the history of skiing and its importance to social and economic development; and
- ❖ provides education programs for its community.

Paul Valar Society

Have you considered including New England Ski Museum in your estate plan?

By including a financial bequest to the Museum in their estate planning, Paul Valar Society members continue the Museum's mission to preserve the history and heritage of skiing beyond their lifetime. The Society takes its name from Paul Valar, the charismatic and influential ski school director and coach who was the first president of the New England Ski Museum.

If you have made provision for the Museum in your planning, we would appreciate knowing that so we can thank you. Bequests need not meet any particular threshold, and the amount of the bequest need not be shared with the Museum. If you are considering such a step in concert with your financial advisor, a Museum board member or senior staffer can provide more information.

Journal of the

New England Ski Museum

is published in March, June, September and December and sent as a benefit to all members.

We welcome your questions, comments, and letters.

Jeff Leich, Editor

Black Mountain Graphic Design, Franconia, NH

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This *Journal* represents quite a milestone for the New England Ski Museum as it is Issue Number 100, 36 years after Issue Number 1! We were all so much younger back then, as was the sport and the ski industry, and dramatic changes have occurred since then. Think about your own ski equipment and the amazing technological improvements that allow us to ski better and faster, whether on firm snow surfaces or the deep powder that we long for.

The same holds true for ski resort improvements: high speed detachable lifts, loading conveyors, magic carpet lifts for beginners that make it so much easier for entry level skiers, huge advances in snowmaking technology that give us consistently good conditions, and grooming implements that provide that great corduroy surface. In addition, great food and beverage offerings and lovely accommodations have become the norm. Man have we gotten spoiled, and I love it!

Jeff's Director's Report will bring you up to speed on past activities and new horizons so I really want to share with you how proud I am of this special place and organization called the New England Ski Museum. Our Board is comprised of an amazing cross section of individuals both in character and expertise. The passion for what we do is unsurpassed and our mission is taken very seriously. I can't imagine a better team of stewards looking out for the health of the Museum and its offerings. In addition, words alone can't offer up enough thanks for our dedicated staff which includes Linda Bradshaw, Donna Kaye Erwin, Kay Kerr, Jeff Leich, Karin Martel and Leslie Siegel-Bergum. Our staff receives great assistance from a group of enthusiastic docents. A hearty thank you to all!

Most importantly I want to thank you, our membership in good standing, for your interest and ongoing support which allows us to continue on our mission and hopefully fulfill our dreams for the future so we can continue to be the best ski museum in North America!

I hope you enjoy the spring and summer months ahead and thanks again!!

Director's Report

By Jeff Leich



With this issue, the Museum celebrates the 100th issue of its primary member publication, which began as *News and Notes* from New England Ski Museum, and today is the *Journal of New England Ski Museum*. When the first number was published in February 1980, the organization was in the early stages of planning to convert a soon-to-be-vacant building next to the Cannon

Tramway into the Museum that we know today. Although the first issue does not mention it, without doubt the board was coming to grips with the need for a campaign to fund the renovation. Thirty six years later, we are in a position that is both far advanced from those early days, but yet somehow comparable, in that we have been offered the chance to expand our horizons and occupy the former North Conway Community Center if we can find the funding to make this hope a reality. Our capital campaign committee has been working quietly yet diligently all winter, filing grant applications, preparing campaign literature, holding several explanatory events, and vetting proposals from design firms. More on the nascent campaign appears on page 4.

That first issue of *News & Notes* appeared in the winter of 1980, which some still recall as one of the poorest years in memory for snowfall and ski conditions, at least until the winter of 2016. The National Ski Areas Association commissioned Accu-Weather to do a snowfall study in February 1980. The weather forecasting firm

found that the region-wide snow drought in New England and northern New York in the first part of that winter may have been the worst of the 20th century to date. Despite the near-universal installation of snowmaking systems of increasing sophistication and efficiency since 1980, these systems do require cold temperatures to operate, and cold air was in short supply this past winter.

Perhaps when the statistics are in, the winter of 2016 will be shown to be marginally better or worse than 1980 in New England. What we do know is that one victim of the winter's snow deficit was the Bretton Woods Nordic Marathon, which could not be held due to uncertainty about the sufficiency of snow cover at the Bretton Woods Nordic Center. The decision had to be made a week in advance, and while a late, minor snow storm coated the trails in the days before the race date, there was not sufficient depth for tracks to be set, and the organizers agreed the correct call had been made. Registered racers were offered a refund, though most elected to carry over their entry to the 2017 event.

Fortunately Cranmore Mountain Resort had enough snow to hold the Hannes Schneider Meister Cup Race on the next weekend, with certain adaptations that were made in view of less than normal cover. The history of the Schneider Race includes several instances of necessity being the mother of improvement, and it may be that future Meister Cups will incorporate some of those modifications such as locating the dual race course on the former path of the lower Skimobile. The board committees that organize both races, the Marathon and the Meister Cup, already are looking forward to the 2017 events, which all hope can be held in more appropriately wintry conditions than they were in 2016.



Jean Luce, seen here with Sugarloaf ski school director Harry Baxter, was a key figure in the evolution of freestyle skiing from random ski antics performed by a few kids and pranksters to an Olympic sport. A member of the USEASA junior competition committee, Luce modified the Junior Masters style contests first organized in 1966 by Peter Pinkham's group centered around North Conway with concepts imported from existing rules governing skating and Nordic jumping. Her key contribution was the division of freestyle into three disciplines, ballet, moguls and aerials. Sugarloaf became a center of the developing freestyle movement, as the 1967 State of Maine Masters Championships evolved into the Maine Freestyle Championships.

Continued from page 1

Snowmaking, developed in southern New England, made inroads into Maine in the 1970s as snowfall became less reliable. Saddleback had a small slope covered with snowmaking that allowed it to capture a ski camp from Sugarloaf during the holiday season of 1972.² Sunday River put in top-to-bottom snowmaking for the winter of 1975, and boasted a 166-day season that year. For the next few years, Sunday River could routinely open from two to five weeks earlier than their competitors.³ Sunday River's snowmaking covered its 1,500-foot vertical drop on one trail, and was an impressive enhancement when most Maine and New Hampshire areas depended almost completely on natural snow.⁴

Along with snowmaking came the need for snow grooming, and several Maine areas and individuals were in the forefront of slope grooming technology. Don, Stuart and Norton Cross, Bethel brothers with a background in logging, opened Mount Abram in 1960, and turned their expertise in machinery operation to grooming the area with a Tucker Snow-cat and homemade implements. In the 1960s, Mount Abram became known for its manicured slopes in a way that its nearest competitor, Sunday River, was not.⁴

The first snowmaking system in Maine was put together at Lost Valley in Auburn, where an apple grower with a degree in agricultural engineering, Otto Wallingford, built a system of his own in 1962. He designed snowmaking enhancements such as an air dryer, fan guns, and guns mounted high over the snow surface on light poles. His greater contribution came in the area of slope grooming. Wallingford was the inventor of the Powdermaker roller and a co-founder of Valley Engineering, which built other important implements, as well as the tractor-mounted U-blade and the hydraulic systems to control it. In addition to these technical improvements, Lost Valley was also the site of one of the largest ski schools in Maine.⁵

As skiing matured as an economic segment as well as a sport, employers operating ski-related businesses increasingly sought to hire people with a skiing background. Two Maine natives, coach Tom Reynolds and Ralph "Doc" Desroches, collaborated in the early 1980s to create a certificate program in ski industry studies at the University of Maine in Farmington (UMF) that graduated scores of disciplined, highly-trained students who can be found in most aspects of the ski industry to the present day.



Dick Smith photo, New England Ski Museum Collection

Rudi Wyrsh, seen here at Pleasant Mountain performing his characteristic stilt skiing, was involved in teaching and coaching throughout New England in the 1960s and 1970s. He and Herman Goellner put on trick skiing performances at Sugarloaf in 1965, feeding the aspirations of race program youths for the fun and tricks that would become freestyle. Pleasant Mountain was the home of a significant freestyle program in the 1970s under Wyrsh and his successor Bruce Cole.

The ski industries program had its roots in the UMF ski team, which was coached by Tom Reynolds, originally of Bingham. Reynold's depth of experience in ski coaching, after years with Sugarloaf, Farmington High School, and the University of Maine at Orono, inspired him to design a college curriculum in coaching and instruction, which at first failed to get approval. The retirement of Doc Desroches from the ski industry trade group Ski Industries America in 1981 provided the opportunity for the pair to revisit the proposal, and an expanded certificate program was approved that combined training and internships in ski coaching and instruction with business principles derived from Desroches' background in ski equipment and apparel firms. For most of three decades until its discontinuation in 2009, the distinctive Maine ski industries program led to solid careers in skiing for its graduates all over the world.⁶

Thwarted Ventures, Grand Enterprise

Maine's 1967 preparation of a bid to host the 1976 Olympic Winter Games was based on the assumption that a major resort could be constructed on the north side of Mount Bigelow, the mountain range to the north of Sugarloaf. The shores of Flagstaff Lake, the impoundment that had impeded access to their ski

trail for Amos Winter and his Bigelow Boys in the late 1940s, would be the scene of a marina, airport, housing for 1,150, a golf course, and the base of a ski area with Olympic venues.⁷

Sno-engineering did extensive exploration of the mountain and laid out a trail that met the international standards for an Olympic downhill course, a rarity in the east because of the daunting vertical requirements. The 2,703-vertical foot course received approval from the International Ski Federation (FIS) after it was inspected by delegate Willy Schaeffler in April 1967.⁸ Although the grand scheme to build a resort on Bigelow faltered for a time, causing Maine to withdraw its bid, the vision was revived in the early 1970s by the Flagstaff Corporation.

With the 1971 legislation establishing the Land Use Regulation Commission as a zoning body for unincorporated areas, public opinion in Maine gained a voice it had previously lacked. Environmental groups rallied opinion against the Flagstaff proposal, and in a 1976 referendum Maine voters established the Bigelow Preserve, encompassing 36,000 acres of land purchased from the Flagstaff group.⁹ Given the financial headwinds of the era, the referendum may well have spared the developers an expensive failure.

Continued on page 13

Courtesy of Saddleback Mountain



Saddleback had a freestyle program based on the Masters style events. Here, Scott Johnson performs an inverted aerial in a freestyle event at Saddleback in the 1970s.

Sugarloaf Mountain Ski Club



John Diller was hired as freestyle program director and coach by the Sugarloaf Mountain Ski Club in 1971 and held that position through 1978. He became Sugarloaf's vice president for operations in 1982, and general manger in 1998.

Valley Engineering was known throughout the US ski industry as the builder of Powdermakers, steel rollers that could scuff frozen hardpack into a powdery, eminently skiable surface. The company was founded by Otto Wallingford of Lost Valley and Don Waterman of the Oliver Stores, and was based in Gray beginning in 1972. In addition to the signature Powdermaker, the company built implements for snow tractors like hydraulic-controlled U-blades and compactor bars. This 1975 Valley Engineering ad featured a letter from Sugarloaf's Hazen McMullen, who reportedly would not return a prototype Powdermaker in 1968 because its grooming results were far superior to any existing alternative.

This is what Hazen McMullen says about Valley Engineering's grooming equipment



SUGARLOAF MOUNTAIN CORPORATION

"On a mountain as steep as Sugarloaf, the Valley Engineering rear-mounted, hydraulically raisable Powder Maker can groom a trail with 35% less man and equipment hours. Normally, after grooming down a steep trail like Narrow Gauge, to go back to the top we have to make a two mile detour over an access trail. Now, with the retractable rig, we can raise the drums at the bottom, drive directly up the trail, turn, lower the rig, and resume grooming. In an eight hour shift, we can cover 35% more terrain, and over a 190 day season that's a heck of a lot of gas and labor saved."

Hazen McMullen
Hazen McMullen
Operations Manager
Sugarloaf/USA, Kingfield, Me.

sugarloaf mountain corporation

Among the many pieces of Valley Engineering grooming equipment used by Sugarloaf, this versatile retractable Powder Maker is what Hazen refers to in his letter.




Photos Chip Carey

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FALL 1975 Far more information circle No. 039



Hazen McMullen arrived at Sugarloaf at the time their gondola was installed in the summer of 1965 and became operations manager at the mountain. "I'll always be grateful that we had Hazen McMullen to guide and inspire us with his native intelligence, skill, experience, good humor, and most of all, his seemingly superhuman strength," raved Sugarloaf manager John Christie in his 2007 book on the mountain.



The University of Maine at Farmington ski team served as the genesis of the university's ski industries program. Coach Tom Reynolds, who had earlier coached at the university in Orono, at Sugarloaf and at Farmington High School, came to Farmington in 1966. The UMF ski team achieved stellar results at the US and Canadian-American levels, and Tom Reynolds was twice named alpine coach of the year.



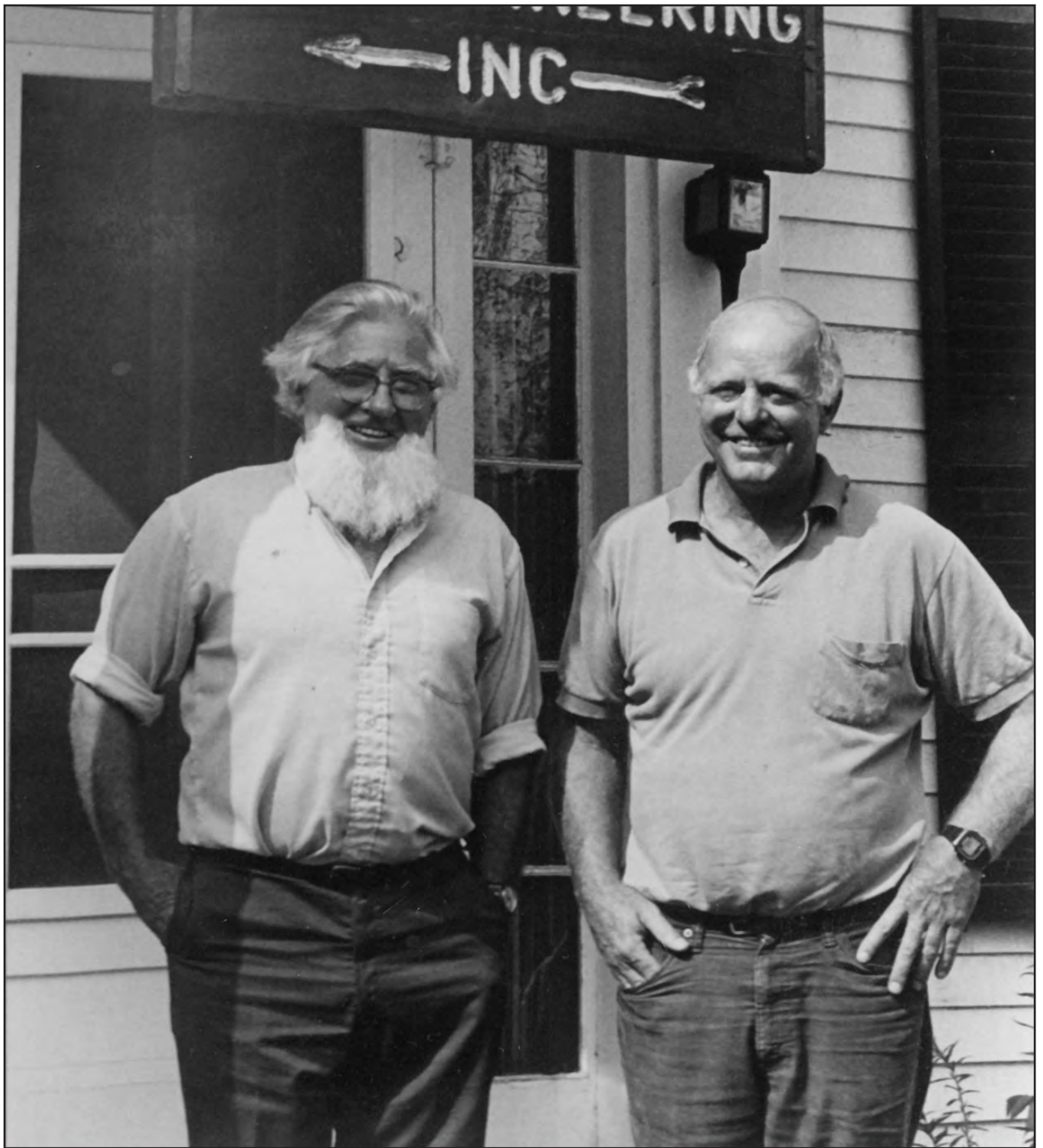
Courtesy of Leigh Breidenbach

University of Maine at Farmington coach Tom Reynolds put together a proposal to initiate an academic program in ski instruction and ski coach training in the late 1970s, but the university did not immediately accept it. Reynolds was a native of Bingham, Maine, where he grew up skiing at Baker Mountain, a rope tow area with 600 feet of vertical rise.



New England Ski Museum Collection

Ralph "Doc" Des Roches was born in Rumford and attended Fryeburg Academy before enrolling in the University of New Hampshire. After his wartime service with the 10th Mountain Division, he was manager of Pennsylvania's Laurel Mountain. Des Roches was selected to be the first president of Ski Industries of America, the trade group that represents equipment and apparel manufacturers. Upon his 1981 retirement from SIA, he moved to Farmington, and with coach Tom Reynolds, revived and expanded Reynolds' earlier plan for an academic program that would prepare students for ski business careers. Des Roches brought his industry contacts to the effort, and with this the program was approved. The University of Maine at Farmington ski industries certificate program offered three concentrations, professional ski teaching, ski coaching, and ski business. The program graduated hundreds of talented, disciplined students over nearly three decades, many of whom found long term employment in aspects of the ski business.

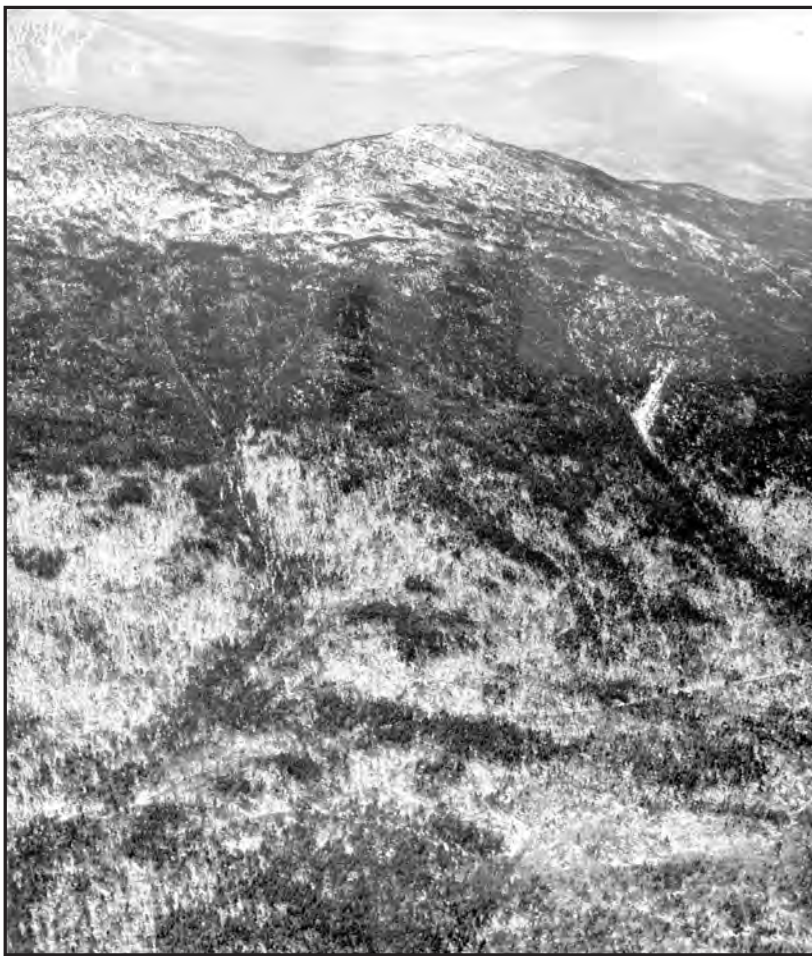


Because most Maine ski areas were built in the 1950s and 1960s, area promoters could rely on the experience of specialized resort consultants whose expertise was gained from lessons learned in the 1930s and 1940s in Vermont and New Hampshire. Sel Hannah and Joe Cushing of Sno-engineering in Franconia were two planners who were particularly active in Maine in the 1960s. The detailed instructions they developed for crews doing the work of trail building covered marking trail locations to avoid errors in cutting, clearing and burning forest cover, grading and seeding trail surfaces, and building water bars. These unspectacular insights derived from hard experiences elsewhere all combined to form an effective erosion control program that brought environmental sustainability to ski area construction.



Hanson Carroll photo, New England Ski Museum Collection

Sno-engineering often recommended to its ski area clients that dozer operator Ray Parker of Lyndonville, Vermont, left, be hired for grading ski trails. Parker developed the system of using two dozers in tandem for steep grades in which one machine served as a winch anchor for the other. "He knows where to leave in a hummock or a hollow, where a drop or turn will create skiing interest," Skiing Area News reported in 1967. "On the other hand he knows that a smooth trail is essential to establishing good turf, thus retaining the maximum snow cover." In this photograph Parker is seen with Colby Russell, mountain manager of Squaw Mountain in Greenville.



The proposed Olympic downhill course on the Bigelow Range would have started at 4,145-foot West Peak, seen here on the right. Sugarloaf, the alternative downhill venue, can be seen in the upper left. At Sugarloaf, the men's downhill would have run from the summit down its west (right) ridge before dropping onto Narrow Gauge. FIS representative Willy Schaeffler approved the Bigelow course for future homologation, remarking that it "will present a great deal of challenge to top caliber racers," but the trail was never cut. After efforts to establish a ski area on the mountain by the Flagstaff Corporation foundered, the Bigelow Range became public land in a 1976 referendum.

Continued from page 5

Saddleback received LURC approval for its planned expansion in 1989, only to run afoul of the National Park Service, custodian of the Appalachian Trail. Owner Donald Breen proposed an extension of the area to the summit ridge and over to the south side, terrain that Sel Hannah cautioned in 1958 was too wind-exposed. The expansion would cross the AT, and years of legal battles were resolved only when the summit option was dropped in 2000¹⁰.

Maine's environmental laws, adopted a scant decade after large scale ski development appeared in the state, largely fulfilled the premise of writer I. William Berry who observed in 1973 "Maine may be the first state in the country to enact environmental-protection laws in time, before significant development occurs in the mountain region."¹¹

The massive expansion fantasized at Saddleback and Flagstaff became reality at Sunday River in the 1980s and 1990s. Leslie B. Otten, Killington's on-site manager, purchased the area in

1980, at a time when interest costs amounted to 22.5% of the resort's budgeted revenue.¹² By 1996, through a tight focus on snow quality and the snowmaking technology needed to produce it, continual terrain expansion, creation of affordable lodging, and cultivation of new skiers through innovative ski school programs, Otten's Sunday River skier visits expanded to 589,000. By that time, operating as the American Skiing Company, Otten had acquired nine major ski resorts throughout the country, including one-time competitor Sugarloaf, and one-time parent company Killington.¹³

American Skiing Company was undone by excessive debt by 1999, but the improvements to Sunday River, Sugarloaf, and their sister resorts across the country remain. The modest wintertime prosperity envisioned by the community groups that founded Sugarloaf, Sunday River, Saddleback, and a handful of other ski areas in the 1960s had grown to an unimaginable scale, but in a manner and in a setting that remains distinctively shaped by the unspoiled, enduring vastness of Maine.



The windswept snowfields of Saddleback, photographed here by Sel Hannah and Oscar Riddle on their April 1958 scouting trip, would have been the site of a ski lift and trails under a plan advocated by Saddleback owner Donald Breen in 1984. While approved by the state environmental panel LURC, because the Appalachian Trail runs along the ridgeline, the Appalachian Trail Conference and the National Park Service contested the plan. In 2000 the mountain and the NPS came to a settlement that avoided ski development infringement on the Appalachian Trail.

Endnotes

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EASTERN SLOPE EXPANSION CAMPAIGN

Donations and Pledges Received from October 1, 2015 to March 31, 2016

Double Platinum (\$50,000 and up)

Cal Conniff and Joan Stanley

Platinum (\$25,000 and up)

Anonymous

Double Diamond (\$20,000 and up)

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*All donors at the Bronze level (\$2,500 and up) will appear on the Donor Wall in the Eastern Slope Branch Museum.

EASTERN SLOPE EXPANSION CAMPAIGN EVENTS

Courtesy of Stefi Reed Hastings



Ben Wilcox, president and general manager of Cranmore Mountain Resort, and Tyler Palmer, 1972 Olympian and capital campaign honorary co-chairperson (with Stefi Reed Hastings) at the Meister Hut gathering.

Courtesy of Stefi Reed Hastings



Mark Butterfield of the Gibson Woodbury Charitable Foundation makes a point at a presentation at the Eastern Slope Inn in February, 2016.

Courtesy of Stefi Reed Hastings



Attendees at a small gathering listen to the Museum's plans for expansion to North Conway in the Meister Hut at Cranmore's summit in March, 2016.

MORE ON THE MARQUIS

E. John B. Allen

Journalists live with the curse of daily deadlines, while historians have the luxury of time, but even that runs out when a final date for submission is required. Thus it was with the article on the Marquis degli Albizzi in the Fall 2015 issue of our Museum's *Journal*. Since then some interesting facts have become known that add to our knowledge of Nicolò degli Albizzi, alter the conclusions and make us wonder at the complexity of individuals and their lives. Most revealing of all are the personal memoirs of the two sons of Kortryc Knapp, Steve, born in 1942 and Andrew, born in 1947. Kortryc had been married to Albizzi from mid-1936 to mid-1941 and, after her divorce, she married Laurence Knapp on 2 August 1941.¹

In 1919 Albizzi, I wrote on page 6 of *Journal* 98, "then became military attaché to the fledgling state of the Trans-Caucasian Federation." Before becoming the attaché, he was part of Dunsterforce, a force of elite colonials under the command of the British Lt. General Lionel Dunsterville who were ordered to control Turkish incursions into the Caucasus and to defend Baku, vital for the supply of oil: a stiff order for about 300 officers and NCOs plus hangers on mostly of an anti-Bolshevik persuasion. Albizzi was in command of three armored cars, 50% of the total armored force, and was singled out for doing "good work."² In the chaos that followed—Dunsterforce was withdrawn after holding Baku for about six weeks—here was Albizzi, known for his initiative, bravery, knowledge of the region and linguistic ability, not to speak of his royal Georgian connections, just the man on the spot to be Italian military attaché. General Dunsterville had talked to Albizzi on 10 September 1918. The *Corpo di Spedizione*, (Expeditionary Force), Albizzi's next assignment in Murmansk, had disembarked in that most northern Russian port already,³ so Albizzi must have made his way up north by himself.⁴

A recent book by Giuseppe Cacciaguerra on the Italian contribution to the Murmansk force merely names Albizzi as interpreter with no details at all. The *Corpo di Spedizione* was pulled out in August 1919, and it is highly likely that Albizzi was among them. He must have made his way back to the Caucasus immediately and there became military attaché to the Italian representative Vittorio Cerutti.

I questioned the sources concerning Albizzi's marriage to one of the Makaroff girls in the Laurentians, north of Montreal (page 9). I was right to do so. However, my conclusion was that he never married again. This is not so. A New York State marriage certificate shows clearly that he married a Kortryc M. Collier in Manhattan on 15 May 1936.⁵ You might think that with a Welsh name like Kortryc the bride would leave an easy trail to follow

Not so, but with much help initially from Louiselle St. Laurent⁶ who sent me ship passenger manifests and other documents, and the conversations I had with Kortryc's two sons Andrew



Courtesy of Andrew D. Knapp

Kortryc Margaret Collier about 1931, before her 1936 marriage to the Marquis degli Albizzi.

and Steve Knapp, the Kortryc/Albizzi relationship can be put together. The Albizzi connection, as one will readily understand, was not a topic of discussion in the Knapp household.

What has emerged is that Kortryc was twenty years younger than Albizzi. She was well traveled, learning to ski in Lapland, moving on to a Germany becoming dominated by the Nazis, emigrating to live with an aunt in Montreal, all before she was twenty years old. She found work up at St. Sauveur at the *auberge* owned by the Marquis degli Albizzi with whom she started a romance that ended at the altar in Manhattan on 15 May 1936. Between trips to Europe and winters in the Laurentians, Albizzi became obsessed with her to the extent that he locked her away and may have physically abused her.⁷ In the winter of 1940-41⁸, she managed to escape with a guest. This guest was Barbara Korff, from a well-known aristocratic Russian family who were now part of the Washington D.C. scene. In the social and alcoholic whirl of Washington—Kortryc was invited to a 1941 White House Garden Party, receiving the invitation care of Baroness Korff⁹—she was introduced to Laurence Knapp, well-known Labor Department attorney and Olympic field hockey team member in the 1932 and 1936 Games. In spite of warnings

The May 15, 1936 marriage certificate of Albizzi and Kortryc Collier.

GROOM		BRIDE	
Name: Rodrig N. Albizzi		Name: Kortryc Marguerite Collier	
Residence: Redmont Quebec, Canada		Residence: 1208 St. Mark St. Montreal, Canada	
Age: 45	Color: white	Age: 24	Color: white
Single, Widowed or Divorced: single	Occupation: Cavalry Officer	Single, Widowed or Divorced: single	Occupation: Luncheon Madam
Birthplace: Frederic Piter	Father's Name: Catherine Albizzi	Birthplace: Verdun, Quebec, Canada	Father's Name: Gen. Brock
Number of Groom's Marriages: second	Number of Bride's Marriages: first	I hereby certify that the above-named groom and bride were joined in Marriage by me, in accordance with the Laws of the State of New York, at Municipal Building, Manhattan, City of New York, this MAY 15 1936	
Signature of person performing the Ceremony: J. Douglas		DEPUTY CITY CLERK	

Marriage Bureau of the City Clerk's Office of the City of New York

from friends on both sides not to marry, they did. During the war, she worked for the OSS,¹⁰ probably as a stenographer.¹¹ After the war, the Knapps split apart and a divorce was granted in the mid-1960s.

One lone, last fact has turned up: Albizzi returned to New York in 1957 by air from Geneva.¹² But we know nothing more at this time of writing.

The conclusions I drew, for the most part, hold up. In the 'negative' section I would add that much more attention should be paid to Erling Strom's remark that Albizzi had a cruel streak in him, witness the beating he gave to the Lake Placid employee and the atrocious treatment of his wife Kortryc in St. Sauveur.

I followed his friend, Pat Brewster, in judging him "immune to women" after the death of Mary Kifer. That is obviously not true but the episode—and I think that is probably the right term—of his relationship with Kortryc Collier was certainly unpublicized among his acquaintances. Why the St. Sauveur people never mentioned it, is a real mystery and his biggest backer, Lowell Thomas, whom he saw often, doesn't seem to have even known of it. But the Dumaines, with whom Albizzi had stayed and who loaned Kortryc \$300, must have known of it,¹³ and they were good friends of Lowell Thomas. Finally, I would like to add a phrase to the last sentence so it would read...and Albizzi fitted perfectly as expert, as jester, and as exotic maverick as long as his dark side remained under control and concealed.

Endnotes

1 Letter Kenneth K. Branson [of the legal firm of Whitla & Knudson] to Miss Kortryc d'Albizzi, Coeur d'Alene, Idaho, 28 July 1941, TMS copy sent to me by Andrew Knapp, 15 March 2016. For the marriage see the clipping from the *Washington Post* (4 August 1941) sent to me by Stephen Knapp, 17 February 2016.

2 Major-general L. C. Dunsterville, *The Adventures of Dunsterville*. (New York: Longmans, Green, London: Edward Arnold, 1920), 291 and *The Diaries of General Lionel Dunsterville 1911-1922*, September 10, 1918: www.gwpda.org/Dunsterville/Dunsterville_1918.html accessed 13 January 2016.

3 Giuseppe Cacciaguera, *Il Corpo di Spedizione Italiano in Murmania 1918-1919*. Roma: Stato Maggiore dell'Esercito Ufficio Storico, 2014, 50. See also *Relazione sulla formazione e sull'opera svolta dal Corpo di Spedizione Italiano in Murmania*. Report by Colonel Sifola in 1924. Archivio Ufficio Storico Stato maggiore Esercito (AUSSME) 129/5, 32-C cited in Cacciaguera, *Il Corpo di Spedizione*, 45-46, and C. Maynard, *The Murmansk Venture*. (Uckfield: The Naval & Military Press), 2010.

4 Although Cacciaguera *Il Corpo di Spedizione*, 29 says that he was with the contingent on 12 August.

5 State of New York Certificate and Record of Marriage #13956 shows him as Rodrig N. Albizzi.

6 Documentation from Louise St. Laurent, PQ, Canada, researcher in genealogy and personal communication, 16 January 2016.

7 Personal communication, Andrew Knapp, March 2016.

8 A Washington newspaper, possibly the *Washington Post* (2 August 1941) where she is remembered as skating with the local ice club, and from account in *Washington Post* (3 August 1941) where it was claimed she came to Washington "last winter." Clippings sent by email to me by Stephen Knapp, 17 February 2016.

9 Documents sent to me by Andrew Knapp, 5 April 2016.

10 OSS Personnel Files RG 226 Entry 224, Box 412, Location 230/86/34/05 accessed 12 December 2015.

11 This was the occupation she had listed on the RMS *Alaunia* sailing from Southampton, England on 21 March 1930, arriving Halifax, Nova Scotia, Canada 30 March 1930. Canadian Immigration Form, sent to me by Louise St. Laurent, and www.pier21.ca accessed 12 April 2016.

12 One of the documents sent to me by Louise St. Laurent.

13 She asked Betty Dumaine for the loan of \$300 to get her out of Europe. Kortryc d'Albizzi's travel notes, no date. HMS copy from Andrew Knapp sent to me 22 March 2016.

ONE HUNDRED ISSUES

As the memory of an exceedingly modest winter for snowfall in the east recedes, the Museum publishes the 100th issue of its member publication, now named *Journal of the New England Ski Museum*. The first issue of the then-titled *News & Notes* came

out in February 1980, which was probably the year in which the snow cover and ski conditions were at a comparably low ebb. Following are selected glimpses of the evolving appearance of the Museum's publication over the past 36 years.



Issue No. 1 was a single legal sheet folded in half to form four pages that are mostly filled with articles about the planned Museum in Franconia Notch, and the fundraising required to complete it.

The expansion of *News & Notes* continued with Issue No. 11, August 1984, as eight pages provided space for the first lengthy historical piece, "Memories of Peckett's Inn" by Wilson P. Ware, and the first "Historian's Corner" by E. John B. Allen.



With Issue No. 6, September 1981, the *News & Notes* format expanded into four full 8 1/2" x 11" pages, featuring a reminiscence of Otto Schniebs by Sel Hannah and a letter from Francis Head on early AMC skiing.



Issue No. 19, May 1987, was the first twelve-page *News & Notes*.



Issue No. 9, October 1983, details the December 1982 opening of the Museum, and the January 1983 wind and rain storm that removed part of the asphalt-shingled roof and flooded parts of the new installation. "We learned belatedly that this was the third or fourth time in the history of the building that the roof had blown off in one of those infamous southern storms," the

article relates. The rapid installation of a sturdy metal roof closed in the building again, but at an unbudgeted cost of \$10,000.



Issue No. 20, dated April 1988, presented a more sophisticated typographical and graphic appearance.



The issue number symbol changed in January 1989 with Issue # 21, the title changed to *New England Ski Museum Newsletter*, and a yet more refined design was introduced by new executive director Linda Gray. A two-page article presented partial content from the new annual exhibit on Nordic skiing.

In the winter of 2003 with the publication of Issue Number 57, the name changed to today's title, *Journal of the New England Ski Museum*, and the number signifier again was revised. By this time the publications were as long as 36 or 44 pages, and came out three times each year.



Issue # 24 introduced a new design as well as front-page historical articles with this piece on ski posters by Historian E. John B. Allen.



With Issue Number 77 in the spring of 2010, the Museum committed to adding a fourth issue each year in order to make the *Journal* a full quarterly. This schedule has been largely met, with the exception of the fall issue of 2014, which was skipped.



In the summer of 1998 with issue #46, the *Newsletter* offered the first installment of the entire content of the new annual exhibit, which in that year looked at skiing in Tuckerman Ravine. Publishing the full subject matter of annual exhibits has continued to the present.

With the renovation of the permanent exhibit in the Museum in 2012, the space available for annual exhibits was reduced by about 25%, and the exhibit-based *Journal* articles contracted a corresponding amount. That fact, along with a general reduction of size of most published photographs, meant that by the time of Issue Number 99, the page count of *Journals* ran between 24 and 32 pages.



WELCOME NEW MEMBERS!

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January 1, 2016 to March 31, 2016

These friends of the Museum made donations separate from membership dues during the dates shown. The list includes gifts to the Annual Fund Drive and general donations. We extend our gratitude for your generous support, which is critical to our success.

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THE 20TH ANNUAL HANNES SCHNEIDER MEISTER CUP RACE

The Hannes Schneider Meister Cup Race was held under beautiful spring conditions at Cranmore Mountain Resort for the 20th time on March 12, 2016. While the extraordinarily sparse snowfall in the winter of 2016 forced some modifications of the usual race format, Cranmore's creative staff easily met the challenge and adapted to the situation. Most notably, the race course itself was moved from its traditional location to the path of the former Skimobile lift, directly in front of the main base lodge.

The Friday evening reception featured an acknowledgement by chief of race Ted Sutton of the contributions of Starr Jordan Moore, who retired after serving as race secretary for the entire twenty year history of the event. President Bo Adams then announced the recipients of the Cal Conniff Grants: the Secret Sock Society of Franconia, Waterville Valley BBTS, and the Symonds School of Keene.

North Conway Olympian Leanne Smith and US Representative Ann McLane Kuster were the guests of honor at the opening ceremony, which for the first time was held on a wooden platform rather than the traditional snow stage due to the low snow cover.

A strong turnout by wearers of vintage ski fashions followed the end of the race, and for the first time various fashion contestants introduced song and dance, and graphic documentation of their garb in use in decades past. Awards were presented by a new generation of the Schneider family, as Hannes and Markus Schneider, great grandsons of Hannes, bestowed the trophies. The weekend concluded with the Harvey Dow Gibson Memorial Lecture by Jeremy Davis on the lost ski areas of the Eastern Slope that was attended by eighty listeners.



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Franconia Ski Club	Naked Bohemian	Tim Augustinowicz
Franconia Soaring Association	Native	Marris Kramer
Friends of Mount Washington	New England Charms	Marty Myers
Avalanche Center	North Conway Country Club	Sandy Maguire

Race Organizing Committee

Bo Adams	Glenn Harmon	Mike Rennie
Jennifer Bartlett	Ed Hollum	Christoph Schneider
Linda Bradshaw	Jeff Leich	Hannes Schneider
Cal Conniff	Roy Lundquist	Michael Scotsas
Becca Deschenes	Starr Moore	Ted Sutton
Karen Dolan	Meg Nelson	Ben Wilcox
Ray Gilmore	Roy Prescott	

PEOPLE AND EVENTS OF NEW ENGLAND SKI MUSEUM

New England Ski Museum



Representative Ann McLane Kuster of New Hampshire's Second Congressional District speaks at the Opening Ceremony of the 2016 Hannes Schneider Race.



Hannes Schneider, left and brother Markus, right congratulate the fastest man and woman of the day, Alec Tarberry and Hilary McCloy.

New England Ski Museum

Karin Martel



At the vintage skiwear show, Pat Pticher wears the same outfit that she wore while skiing Right Gully in Tuckerman in 1977, and brought the photographic documentation to prove it.



These 10th Mountain descendants exuberantly recalled the angst they caused their WWII 10th veteran fathers in the 1960s. First place in the vintage fashion show for the second time in as many years went to this crew.

New England Ski Museum

New England Ski Museum



Olympians Leanne Smith, left, and Joan Hannah were on hand for the 20th annual Hannes Schneider Race.



New England Ski Museum

The color guard from the New Hampshire Recruiting Command posts the colors at the Opening Ceremony.

LETTER TO THE EDITOR

Dear Bo Adams and Jeff Leich,

Your excellent journal just arrived, and I caught the article on Maine skiing and Sugarloaf Mountain's founding. Bunny Bass (Bass Boot Company), Zeke Dwelley (ski coach at Edward Little High in Auburn, Maine) and I (4-event ski coach at Hebron Academy, Hebron Maine) had a lot to do with it. The Maine governor became conscious that New Hampshire and Vermont were making big money (by comparison) compared to Maine's winter sport approach and asked Bunny Bass to find a good ski area in Maine to develop and bring in some winter money. Bunny immediately picked Zeke and myself, and we went to work researching the bigger mountains of Maine. That was all in 1949-1950, I believe. Winter's Way, the first ski trail on Sugarloaf, was cut by local hardware store dealer Amos Winter a year or so before he saw us. We encouraged Sugarloaf to develop and went to work promoting it. The rest is history. Sugarloaf was developed, the Kingfield families opened their spare rooms for boarders and the town of Kingfield grew right along with Sugarloaf.

I was at Hebron from 1948 to 1959 to teach Biology, and was their four-event ski coach. I then spent 15 years at Western Reserve Academy 20 miles west of Cleveland. There was no ski team, but there were two 500-foot areas 10 miles away, so I got into the ski patrol business and was on the national board and eventually elected Eastern Division Director of the National Ski Patrol for my final three years of patrolling. I was retired by this time, so I had the necessary time, and actually I skied until I was 86.

Anyway, a lot of interesting history there, starting with Sugarloaf.

George L. Helwig, age 93
Annapolis, MD



Courtesy of Sugarloaf Mountain Ski Club

Kingfield, Maine with Sugarloaf in the background.

IN MEMORIAM

Allen Howard Adler, 1915-2015

Allen Howard Adler, 100, died on December 24, 2015, in Barton, Vermont. He was born on March 8, 1915, in New York City. He was educated at New York University and Columbia University, receiving a master's in public administration. He went into the New York City Civil Service Commission in 1936, where he spent the next 37 years, minus four for World War II military service. He rose via competitive examinations to the top competitive position possible, becoming assistant personnel director for the city of New York. He retired in 1974, moving to Barton with his family shortly thereafter.

Mr. Adler went into military service in May of 1942. Following basic training, he was assigned to the OSS and worked on a number of special tasks, mostly embedded in army units. He saw service in both the European and Pacific theaters of operation, serving for four years.

Mr. Adler began skiing in 1933 and since then he and his wife, Joan, whom he married in 1958, have skied almost every major ski area in the U.S. and Europe. Skiing's history began to interest him in the 1950s. He was a member of two of the world's most prestigious ski clubs, the Ski Club of Great Britain, headquartered in London, England, and the Kandahar Ski Club of Mürren, Switzerland, and London.

He was director of the U.S. National Ski Hall of Fame and Museum for 15 years and chaired its Selection Committee, which conducted the U.S. Ski Hall of Fame elections. The U.S. Ski and Snowboard Association named Allen Adler as chairman of its National Historical Committee and its national historian. He was a founder of the International Skiing History Association and served as a director and member of the editorial staff of its publication, then titled *Skiing Heritage*. In 1985, Mr. Adler published *New England & Thereabouts — A Ski Tracing*, and co-authored, with Gary Schwartz, *Skiing Literature: A Bibliographical Catalogue*. He was particularly interested in the development of Peckett's on Sugar Hill as an early ski resort and was considered the leading expert on its history.

Mr. Adler is survived by his wife of 50 years, Joan, and their children: Dr. Virginia "Ginny" Louise Greene of Greensboro, North Carolina, and Peter Geoffrey "Geoff" Adler of Johns Creek, Georgia. He is also survived by sons of his first marriage to the former Alice Rodetis, namely Robert Allen Adler of Hopewell Junction, New York, and Richard Andrew Adler, of Suffern, New York. He is also survived by his stepdaughter Diane Costanzo of South Barton.

Barton, Vermont Chronicle

John M. Christie, 1937-2016

John M. Christie, ski racer, author, one-time general manager of Sugarloaf and Mount Snow, former Saddleback owner, Maine raconteur, and overall ambassador of Maine skiing died May 7, 2016 at Camden Hills State Park where he was the summer gatekeeper.

Born in Presque Isle, Maine in 1937, Christie grew up in Camden and graduated from Bowdoin College in 1959. He was a four-year member of the Bowdoin ski team and Maine intercollegiate downhill champion in 1958. After stints in graduate school in Stockholm, Sweden and at Trinity, he moved to Sugarloaf in 1961 where he was quickly promoted by Amos Winter from the maintenance crew to assistant general manager, then to general manager in 1965.

As manager at Sugarloaf he oversaw the area's rapid expansion in the mid-1960s, including the installation of its 2,350 vertical-foot 4-person gondola. In 1968 he was recruited by Walter Schoenknecht to run Mount Snow, Vermont, where he spent four years before returning to his native state to purchase Saddleback in Rangeley in 1972. Christie's ownership of Saddleback coincided with some of the most challenging years for the ski industry due to leveling growth rates, rapid rises in energy prices, and poor snowfall in the eastern U.S. Accordingly, he retired from the ski business and entered advertising and marketing, where his effusiveness was a great asset.

In recent years Christie and his son Josh shared a weekly ski column in the *Maine Sunday Telegram*, and collaborated on a book about Maine skiing which will be published in the fall of 2016.



New England Ski Museum

Allen and Joan Adler at a Museum opening party in 2005.

IN MEMORIUM

Paul R. Bousquet, 1930-2015

Paul Richard Bousquet, 85, of Woodstock, Vermont passed peacefully at home surrounded by family the night of December 31, 2015. Paul was born December 9, 1930 in Pittsfield, Massachusetts, son of Clarence Joseph Bousquet and Margaretha Louisa Lehman Bousquet. He graduated from Pittsfield High School and went on to Dartmouth and the University of Vermont where he raced competitively for their ski teams. He was captain of the UVM ski team and graduated in 1953 with a business degree.

Paul grew up in the infancy of American skiing on the slopes of Bousquet Ski Area, one of the earliest ski areas in the U.S. The love of skiing and the mountains never left him. He went on to a long career in the ski industry that included years at Killington, Bousquet's, Beech Mountain and Loon Mountain. He also served as director and president of the New England Ski Area Council (NESAC). More recently he served as Chairman of the U.S. Ski and Snowboard Hall of Fame Selection Committee and a board member of the New England Ski Museum. His father Clare was inducted into the Ski Hall of Fame in 2003 as one of the pioneers of skiing. Paul loved skiing, he loved the life, he loved the people.

Beyond skiing, Paul had many interests that included music, aviation and boating. As a young man he was an accomplished French horn player and studied at Tanglewood. He enjoyed piloting planes and sailing, as well as fly fishing at Pierce Pond, Maine and near Big Sky, Montana with his life partner Sandy.

"When praise came his way, he instinctively made sure people realized who else helped make it happen," said longtime close friend Marty Wilson who was comptroller of Killington. "Over the decades he never forgot to recognize those who helped him succeed. He always shared the credit for the positive outcomes he was responsible for."

"Paul had a real appreciation for the ski industry and the history of the sport," said close friend Rick Carter. "He knew just about everyone in the industry for years and years. He was lots of fun and a very positive, upbeat person who valued friendships above anything else."

"Paul was the epitome of Rotary's motto, Service Above Self," said longtime close friend Phil Camp. "He didn't wait to be asked. He sought out opportunities to serve, to help, to make others' lives better."

Paul is survived by his life partner Sandra Carpenter, and his children, Rick, Chris and Anne, grandchildren Sarah, Tess, Candido, Emily and Michael – and the many friends he loved and cherished.

Paul Bousquet's career in skiing, beginning when rope tows were a new invention through the era when a major ski area could be built around snowmaking in the Southern Appalachians, spanned the entire development of skiing as an industry in the US. It was somehow apt then, that he should serve as the gatekeeper to the US Ski and Snowboard Hall of Fame as chair of its Selection Committee.

The Vermont Standard



Paul Bousquet, left, with Nelson Bennett at the 2015 Annual Meeting.

Nelson Bennett, 1915-2016

The international skiing community lost a true original when Nelson Bennett died at home on Friday, January 29, 2016. He was 101. Bennett was an iconic figure in the ski world, the one-time head of the U.S. Olympic alpine ski program, longtime manager at both the Sun Valley and White Pass ski resorts and a member of the U.S. Ski and Snowboard Hall of Fame.

While he was managing the Sun Valley ski resort and then did the same for 25 years at White Pass, he was a get-things-done guy who could be abrasive. Even, as one friend described him, "billy-goat gruff." Yet to those who got to know him over the last 20 years, Nelson Bennett was just a surprisingly energetic, outgoing and friendly fellow, quick with a smile, a handshake and perhaps even an invitation to join him for a gin and tonic, for decades his daily 5 p.m. tradition. And always just one.

Bennett's life was nothing short of remarkable, the stuff of the Hollywood movies whose stars he squired around the slopes of Sun Valley for so many years. His many roles included:

- Castoff orphan as a boy, adopted and raised on a small New England farm.
- World War II soldier in the specialized "ski infantry" of the famed Army 10th Mountain Division.
- Head of the U.S. alpine ski program in the 1956 Olympics and director of all ski events at the 1960 Olympics.
- Iconic manager of Sun Valley when that Idaho resort was a haven for Hollywood glitterati and his afternoons were often spent on the slopes in the company of such luminaries as Lucille Ball, Clark Gable, Esther Williams and Ingrid Bergman.
- And, finally, general manager at White Pass from 1960 to 1985, helping transform it into a destination resort drawing more than 110,000 skier visits a year. The 2010 Paradise Basin expansion that added nearly 800 acres of primarily intermediate terrain was something Bennett had envisioned nearly four decades earlier.

Those who knew Bennett will not be surprised that, at his expressed wish to family members and friends, there will be no memorial service. Bennett's reason was simple: He had already gotten to experience a memorial-like gathering of friends assembled to celebrate his life in the best way possible: while he was still alive.

"Nelson said he'd already gotten to do that and enjoy everybody at his 100th birthday party," said Kevin McCarthy, general manager at the White Pass ski area. "His attitude was, 'There's no reason to have a memorial — it's been done for me already.'"

Several times, in fact. His 100th-birthday gala at White Pass in December 2015, which drew more than 200 well-wishers from all over the country, was one of several such gatherings at ski areas from Washington to New Hampshire.

Yakima Herald

New England Ski Museum



UPCOMING EVENTS

Exhibit Opening Party
Friday June 10, 2016
 New England Ski Museum

The Mountain Troops and Mountain Culture in Postwar America
 Seventy five years after the birth of the first unit of the 10th Mountain Division, the Museum presents a retrospective view of some of its legacies to the mountain world.

With Presentation of the
 Don A. Metivier Golden Ski Award
 to the top male and female Eastern junior ski racers of 2016
 by the North American Snowsports Journalists Association, East

Annual Meeting and Dinner
Friday October 28, 2016
 At Sugarbush Resort, Warren, Vermont
 Join us as we honor the Cochran Family
 With the 11th annual Spirit of Skiing Award

Boston.com Ski & Snowboard Expo
November 10-13, 2016
 Visit our booth at the Expo at the
 Seaport World Trade Center

CURRENT EXHIBITS

Through June, 2017

New England Ski Museum, Franconia Notch, NH
The Mountain Troops and Mountain Culture in Postwar America

Bethel Historical Society, Bethel, Maine
The Mountains of Maine: Skiing in the Pine Tree State

Bretton Woods Resort Base Lodge, Bretton Woods NH
Green Mountains, White Gold: Origins of Vermont Skiing

Intervale Scenic Vista, Route 16, Intervale NH
Skiing in the Mount Washington Valley

Sign up for our e-mail newsletter at
www.skimuseum.org

MEMBERSHIP APPLICATION

I/We wish to join New England Ski Museum in the class checked.

Name _____

Address _____

Phone _____

E-Mail _____

New England Ski Museum
 PO Box 267
 Franconia, NH 03580-0267
 Phone: (603) 823-7177
 Fax: (603) 823-9505
 E-Mail: staff@skimuseum.org



New England Ski Museum is officially recognized by the United States Ski and Snowboard Association as a Regional Ski Museum.

Membership Levels

100% Tax deductible

- Life: \$1,000 Single payment
- Sustaining: \$125/Year
- Supporting: \$75/Year
- Family: \$50/Year
- Individual: \$35/Year
- Ski Clubs: \$75/Year
- Corporate: \$100, \$250, \$500, \$1000/year

Membership Privileges

- Newsletter Subscription
- 10% Discount in the Museum Shop
- NESM pin and decal
- Invitation to special events
- Access to the Library by appointment

_____ Exp. Date _____
 American Express, Discover, MasterCard, Visa # _____ V# _____

Cardholder Signature _____