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**COASTAL ALASKA
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A GUIDEBOOK

**COASTAL ALASKA
BACKCOUNTRY
FREERIDING**

by Kanji D Christian

Xulon Press

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INTRODUCTION

KNOCK, KNOCK. Who's there? You. You who? You who might like to explore the wild solitude of the Alaskan backcountry for freeriding!

And so, I'm opening my door for you to come into my little/big world of the fairly unique backcountry around my small secluded town on the coast of Alaska.

Open ocean to the south and increasing mountains to the north as far as the eye can see. Inside waters along the west

edge of town, while road access to the east diminishes with winter snowfall and stops being plowed at 15-mile. And as limiting as that may sound, I must say that there is more than enough terrain to explore and enjoy.

Quality, not quantity, is the name of the game here; and, you get out what you put in.

Some of the more exotic hikes and lines described herein can be a 8-10 hour backcountry adventure for one very memorable run! First-descents: mountains, aspects, and lines. World class views rarely found.

Remote day hikes in solitude with hot showers, hot food, and a warm bed every night!

Certainly, if you are willing to pack out camping gear, that could open further possibilities, but I've found that the best way to explain the hiking situation here is that it is not very "user friendly."

I've never been to the Alps, but I've studied it from afar for years and I think it's safe to say that the great Alps of Switzerland, France, Austria, and Italy are extremely user friendly! Not only is access and accomodation varied and extensive but where the terrain is not simply cliffed out, it is not nearly as foreboding as what we face here – I'm talking about the access to the alpine.

I love the thought of riding down to the snow's end in spring to find sparcely spaced trees on fields of soft grass with a variety of fragrant flowers welcoming you into

the valley of casual and comfortable civilization!



Not here!

There, I'd go ahead and have a picnic; here, it's more like an infinite briar patch of thorny brush and thick foliage worthy of a jungle machete if not a chainsaw!

And hip boots aren't exactly standard pack fair in most places! Saturated marshlands are riddled with various sized creeks, streams and rivers; as well as standing water that will leave you no way out if you don't know where you're going.



There are no yellow brick roads here leading to the nearest resort spa. In fact, there are no official guides to hire nor likely anyone else on your so-called trail with helpful advice.

But let's face it, that's the appeal, is it not?

In seven years of making backcountry powder riding videos I've only crossed a track once! And that was a skin track on one of the closest mountains to town.

It's wild here!

I was born and raised here. My great-grandfather came here from Sweden and had children with an Alutiiq native woman. My grandfather was the first freestyle skier in town because he took some ten-foot-long skis and cut them down to eight!

One time in the early spring when his family was 35mi/56km from town on the other side of one of Alaska's greatest river deltas, they were in need of supplies and he was volunteered to cross country ski back to town. At one point in the middle of the snowcover over one of the biggest river crossings, his ski pole punched through and he could hear and see the rushing water below. Already centered between the riverbanks, he chose to continue and push on. When he reached the edge of the delta thirteen miles from town, the crusty snow had sanded the tips of his skis off!

I started skiing at four and was briefly put on the U.S. Ski Team at Squaw Valley in the sixth grade. I started snowboarding two years after that and I'm well into my third decade of sideways riding.



faithandaction.net

It's been my primary passion in life (until I was born-again in Christ Jesus) and I've focused on riding powder for all of those winters.

I received a master's in pow' riding from a decade at Mt.

Baker, I had full gear sponsors for years, competed in international extreme freeride competitions (as well as others), worked with a production company making internationally distributed snowboard videos, and have been making my own powder riding videos that I use for my personal Christian ministry at faithandaction.net for 7 years at the time of writing this book.



Action Go Time!

<https://youtu.be/NrrUQZv9xMs>

I'm not going to spend much time on safety and all of the elements of experience and understanding one should certainly have before pursuing most of the trips herein. I'm not going to give a ridiculous 21st century disclaimer about how this and that is dangerous and how some kid once suffocated on the pages of a book so we need to be made aware of the risk of reading now, etc. In fact, I think that's all I'm going to say about it until we get into the field.



Road sign at 17-mile

Compass courses will be abbreviated from north to N, etc. And in cases of fine directions in trail finding I'll

assume 12-o'clock as the obvious general direction of a current path.



So, if you're traveling along with the obvious length of a lake, the straight course of the lake's length is considered 12-o'clock, while you are instructed to aim for the 2-o'clock position upon exiting the lake to angle right onto the terrain to gain the objective, etc. The clock direction reference will often be relative to fall-line.

I've tried to give specific instructions to the paths I've found/made that are the most efficient ways to access these areas. Some of these instructions may seem convoluted and ultimately be unattainable in all actuality, but I've done my best to share what I know makes the best chance of conquering these mountain regions.

I will also not be spending too much effort on describing the surroundings or elaborating on the beauty to be seen or lines to be ridden. If a picture is worth a thousand words, a video must be worth a thousand pictures ... or more!

Throughout this book I've included links to videos of the actual areas and lines I've written about. If you are reading the paperback, and not the hyperlinked e-book,

some of the videos linked here are unlisted so you'll have to type in the actual url, but most of the videos can be searched by title.

Now, I'm not happy to be part of the technocratic manipulator, Youtube, who has been censoring free speech and important truths that conflict with their agenda for years. If my videos cannot be found it probably means that I've been banned for being a real Christian or for speaking about forbidden truth. In which case, I will be uploading all of my videos to an alternative platform and spending more time and money to revise this book.

My original vision for this book was much more of an allegorical expression of spiritual lessons that the enlightening experience of hiking snowy mountains alone regularly brings. To capture the inspiration that grows a man's soul through overcoming exceptional mental and physical challenges while out in God's Creation. But alas, apparently I overestimated the greatness of my wisdom!

My long-standing goal has been to capture on video all of our best backcountry in ideal winter conditions! All videos and photos in this book are precisely positioned to correspond with the areas being described. And there are many more videos on my website with other specific lines to be found among these areas.

So if you love exploring the backcountry and riding exciting terrain in exotic locations without a crowd, then you may enjoy reading about our little world here and you may even desire to see it for yourself one day!



CHAPTER 1

THE PLACE

FIRST OFF, coastal Alaska is a maritime climate with a notoriously stable snowpack. Of course that stability is because of warmer temperatures from the Pacific Ocean that bring a lot of snow-saturation that ends up freezing when high pressure systems bring clear and cold weather from the north. This can be very good and this can be very bad, and it can be a mixture of both.

When the low pressure systems bring warm precipitation, whether it be snow, rain or a mix, it usually comes with high winds. Primarily from the SE, it will leave wind scoured faces on that aspect and windloading generally on the NW.

We are on the south side of the mountains in general so the sun will hit much of our terrain. The sun is the enemy of the snow and so I like the early season better when it's kept at bay on the edge of the horizon usually with light clouds keeping the snow ideal! But light is short in the early season with around 4-5hrs of daylight at the Solstice.

And though it's stable here in general, we can get a lot of snow fast and so there have been sizeable avalanches that have killed three people in my lifetime. Heavy snow avalanches are especially dangerous.

The conditions are extreme here, especially with the changes we see in our climate. We had six seasons in a row of extremely low snow where only the upper halves of the mountains really ever had decent coverage. Two seasons prior to that we had our record for snowfall with almost 50ft/15m in town, which is at sea-level. It snowed most of that between November and the end of February. At one point, the National Guard was called in to shovel off the city building roofs to keep them from crashing in.

It can be utterly depressing with rain for days, then, in one overnight, the temp's drop and you wake up with 2ft and a total clearing! A lot of the time there is a week or two between good days (sometimes more). Generally

speaking, you really have to be ready and free to get after it when it's good.

During the worst seasons there were only ten to fifteen good powder days per season, while on "the big year" there was close to four months of crazy powder straight! Extreme.

Often, especially early season, there will be low snow and a crusty or thoroughly frozen base on the lower mountain areas. This is good in a way because it allows for the actual use of certain roads, trails, and access that isn't available without a snowmobile or snowbike with good low snow. It can make for fast hiking or climbing to reach the mid-mountain elevations where the snow will soften as you approach the alpine. That means splitboarding doesn't always work well in those lower areas.

Verts have become my climbing tool of choice. Light, quick and easy, Verts give better float on crust when walking the lower elevations, they climb the steeper lines ideally,



and they are just shy of crampons when things get icy. Rarely on most of the lines I'll be discussing have I had to use crampons, and I don't carry an axe, rope, or any climbing gear.

I use my snowboard as a climbing tool much of the time, especially in the upper parts of the hike. At low angle,

using the board like a cane can take the weight of it off your legs for 2-4 steps at a time. Two hands holding the heel-cups bindings down while driving the toe-side edge in above you for climbing the steeps is the best method and actually can take most of your weight off of your legs if you use your upper body to pull yourself up.

I've actually been faster literally crawling up a steep mountain that way than some of the top high elevation Alps pro' freeriders like Xavier Delarue, Florian Orelly, and Mitch Tolderer when we were teamed up here! Skis don't work the same so I wouldn't recommend them.

The biggest problem here is the thick foliage down low. The trees are often congested to begin with and there are alders that take up too much space and grow every year. Then it comes down to prickly salmonberry bushes and the thorny devil's club that create a significant nuisance unless there is average or above low-level snow.

I've invested a lot of time scouting and preparing access to most of the areas in this book. Many full days over many years have I spent in the spring/summer/fall, and even winter, hiking, clearing, and marking these trails so that when the snow is good it can actually be done efficiently. Literal blood, sweat, and tears!

I've used every map available, flown in planes to look from the air, as well as flown drones to scout paths of least resistance. Even the Forest Service trails are not always that maintained



and so I've taken it upon myself to do their job and clear those trails, especially when winter snow will raise you off the ground and make branches hang down lower.

There is a lot of water flow here and creeks create much difficulty. Fallen trees clog up most all drainages and if there has been warmer temperatures there will be more flowing rivers. Ponds and marshlands are also an ordeal when not frozen, which is often the case.

One of the mountains I'll be addressing took me three attempts just to figure out how to get to it. On one of those failed attempts I thought I could cross what I now call The Degobah System (from The Empire Strikes Back and Yoda's swampy home world).

A local kid happened to come by on a snowmobile and he gave me a ride into the edge of the semi-frozen swamp. He rode off and before I even took a step I broke through thin ice with both feet and went down to my waste in slushy water. Somehow, I managed to pull a lightening quick Jedi-jump back out and didn't even get wet!

After trying to crawl under/through the swamp/jungle foliage while using my board as a bridge to gap more sketchy semi-frozen sections, I ended up having to go back to the drawing board.

I realized from the top of one of our local mountains that you can basically see every kind of geological body of water known to man from there: the open ocean, inside ocean waters like an inlet and a sound with many bays and coves, rivers of all sizes, a 40 mile wide delta and others, lakes and glacial lakes, ponds, creeks, sloughs, swamps, bogs, and even a reservoir!

There can be good ice skating here but it's fairly rare and usually short lived.

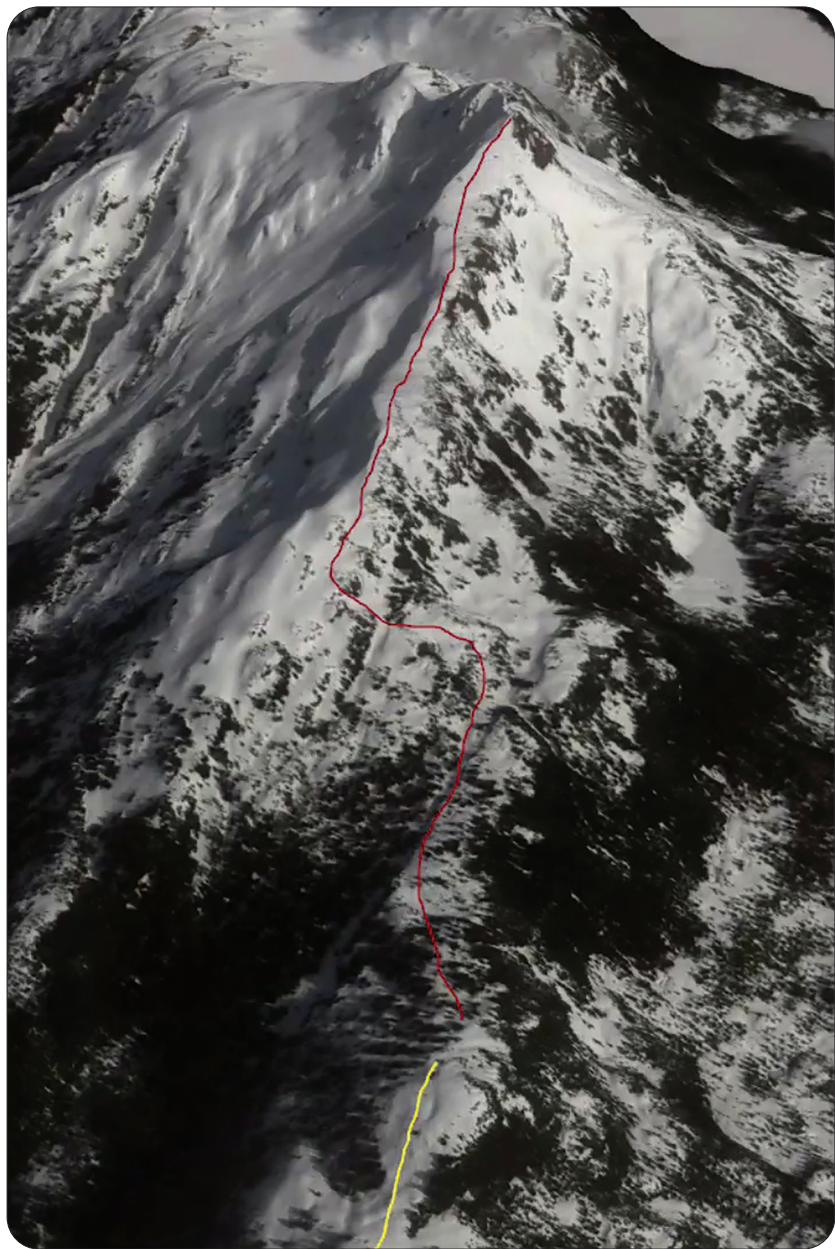


Glacier Skate

https://youtu.be/0DUqK_Ga2QQ

All mountain photos and videos herein have been taken by me on entirely solo missions over approximately seven years. I've got about ten mountain first-descents, not including aspect and line firsts.

Most of the runs here are going to be short by any comparison of places like the Alps. But short runs do have advantages. Our biggest problem when comparing to other places is that we're basically starting from the valley floor at sea level for almost all of the terrain. There is a small ski area here that does give a decent headstart up our most local peak, where there are a number of options for riding. That's where we'll begin!





CHAPTER 2

THE LOCAL PEAK

WE ARE FORTUNATE to have one of the few chair lifts in Alaska. It is a small single chair and is actually the oldest operating chairlift in North America!



Just above town the road ends at our micro ski area.



Local Ski Hill

<https://youtu.be/SxYRqqNS6DY>



Lower Ridge Trail

An eight minute lift ride takes you from 400ft/122m to 1200ft/366m. From there, hippy Steve has certainly established a skin track up to The Ridge already!

Early season when the snow starts falling there will be deer tracks throughout the Ridge trail. And I've actually seen a small mountain goat on the

little cliff just below the start of this run while snowboarding!



Backcountry Park!

The Ridge offers some short tree runs with openings big enough to make some bigger carves, as well as some decent rollers to build kickers on.

This the most frequented backcountry zone around by far, so there will likely be experience and advice to draw from there if needed. The usual place to start exploring.

The Ridge then continues easily toward the cute mountain peak above that is 2506ft/764m.



The Ridge to the peak

The view from this cute little peak is actually quite large! You

can see the open ocean to the south, the majority of the eastern half of the sound that you can just see the edge of the other side of, the awe inspiring mountains growing infinitely toward the north, and the base of the mountain ranges that end at the expansive river delta wildlife habitat my Grandpa crossed on skis so long ago to the east.

The final 50ft/15m onto the peak is fairly steep and windloaded so I usually bring my Verts just for that. One time I didn't bring them and had to dig my way up overhead deep snow while trying to pack footholds on the steep angle.



Got Verts?

<https://youtu.be/4NLm7UBNnnU>

All aspects of this peak are doable, but I think it's safe to say I'm the only one to ever have ridden the E side because of its usual lack of good snow as well as difficulty of line choice, many rocks, and extensive hike out.



FPV Flyriding ~ Creativity

<https://youtu.be/RIi-mtn3EXA>

The S side holds a nice open bowl that requires a short but potentially deep hike out back up to the skin track.



Early Season Alpenglow!

<https://youtu.be/JROGkFAapV8>

The W/NW aspect is shaded and wind loads well, though this is one of the areas where our local snow expert's life was ended in an avalanche after he had to go back up after his lost dog.



W/NW aspect

Though there are some nice lines to be had with stable conditions, you can usually see the considerable swath of avalanche debris down in the valley below.



FPV Flyriding ~ Mountain Sunset

<https://youtu.be/UlgJPKvaxwY>

Usually, with the temperature fluctuations we have here, it will dump a large amount of snow and then if it warms up considerably and rains it will induce the slides. So most of the big slides happen when no one is out. But not all.



If the snow is mostly on the upper mountain there are several nice chutes and upper lines that can be made as short runs with fairly obvious places to pull out and hike diagonally back onto the ridge. This is a good scenario to utilize Verts and avoid the skin transition ordeal for such mini-runs. Once you put in that first track out it's way easier/faster to loop more runs.



12/10/20 AK Peak Drop #1 ~ Raw Audio

<https://youtu.be/ovtmAtMC6vA>

There are only a few people that really ride here.

If there is good low snow, this face actually has a way down to sea level. To exit the mountain this way, ride down to the avalanche path that turns almost ninety-degrees left and has made an obvious way where there are no trees. When that avalanche path's general direction left ends at an open raised area and an inviting downhill to the right, there is a local trail that is quite easier than following the naturally appealing path down into the creek drainage. You can skirt out the drainage but it is much more congested and difficult.



The Behemoth!

You will likely not find the actual trail on your own, but you basically hold the avalanche path's main direction left by hiking up into the small meadow and into the trees holding that same general direction into what becomes a left traverse through the trees to the very bottom. If you're not on the trail you will still be able to work your way down and out, it just might not be

as fun! And with all the tight trees, skis will work but I wouldn't recommend 'em.

The N/NE aspect has some fun lines but requires a harrowing knife peak ridge crossing, a down and up a short secondary peak, as well as a return hike back up or out on the Forest Service trail that's not very user friendly in winter.



The Snowdalorian

<https://youtu.be/QUWFvJzRqZo>

I've actually fallen in one of the mountaintop exhaust holes along the peak ridge and dropped about eight feet down between the rocky mountaintop and a cornice above the steepest part of the peak (I'd never seen a cornice from the inside!).

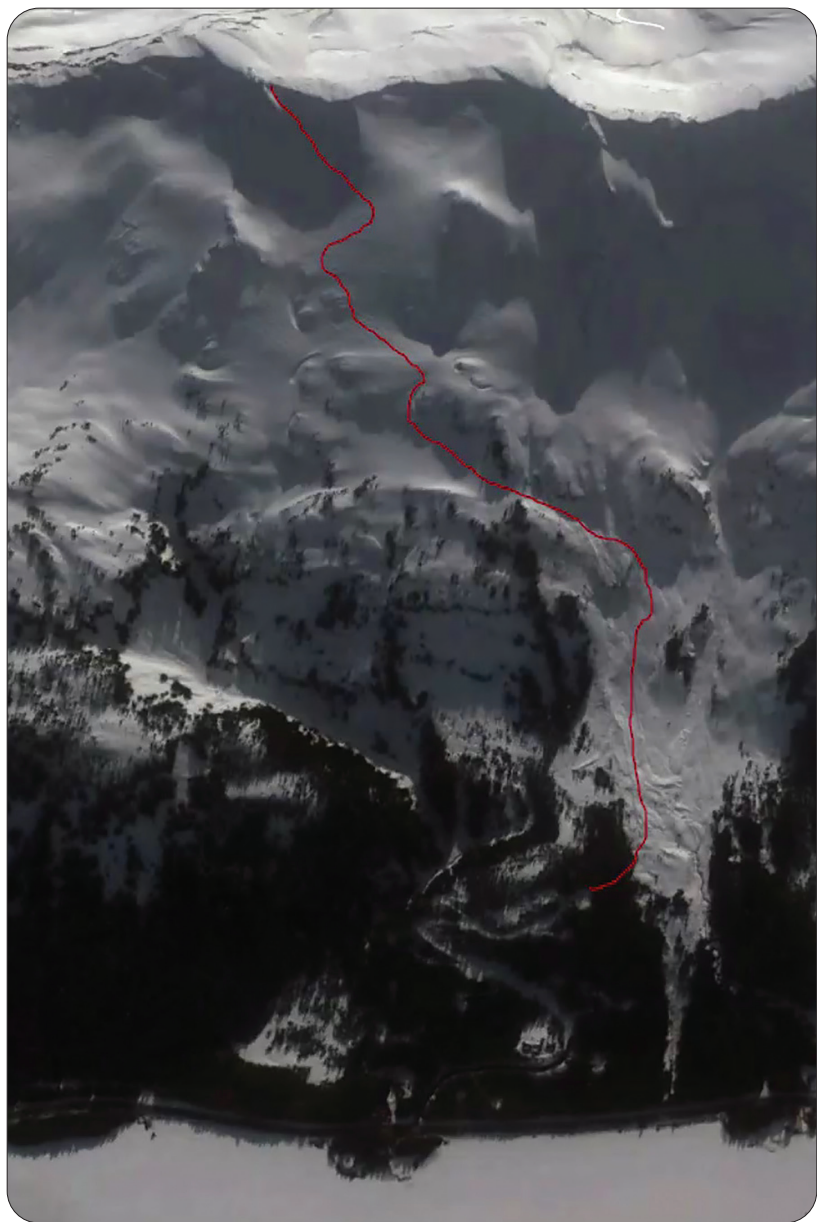
No one really ever rides on the N/NE face.

I recommend staying just right of center of the peak rock's edge, that is, on the wind effected side, even though it is often quickly icy and hard and exposed the farther you go on that side. Verts are best here also. And as for the Forest Service trail, you'd have to know it to find and follow it with snowcover. And with a decent base I'm not even sure it can be reached with a significant and somewhat steep traverse that would be filled in.

Bonus tip for the true hardcore: if you ride down to the frozen lake on the ridge from this N aspect, you can cross the lake and proceed up through the biggest little gully from the NE corner of the lake, there's a crazy gully run I found that is *not* good without a lot of snow, and even with that requires a high skill level and still closes out in thick trees for the last few hundred feet before hitting the gravel road at the lake. You'd want to have a ride figured out because you never know if someone will come along to pick you up, otherwise it's about five miles back to town.



Really Good & Not As Sketchy
<https://youtu.be/sFkHJ-cmMF>





CHAPTER 3

THE LOCAL MOUNTAIN RIDGE

I'M WRITING about these zones in a typical sequential order relating to how the season generally progresses. Starting with the closer/easier areas that one likes to warm up with and then working up to the bigger/farther objectives.

Also, I try to focus on the S facing lines early in the season before the sun gains its strength, whereas I don't normally even consider them after January.

About 2mi/3km out the highway from town there are a couple ways to access this second most frequented and convenient freeriding backcountry terrain.



Wolverine Ridge

<https://youtu.be/QjFXVQUTE8>

The old way is to start from the highway where the switchback road to the water tank above the city lake water treatment plant is. Follow the access road past the tank up to about its end and cut up the small cutbank right into the trees. Hike fall-line/left through the trees about a hundred yards before emerging out to the left at the open bottom of the main avalanche run out path.

From there maintain an 11 o'clock angle up and across the avy path to access an obvious shelf that makes a nice angle for skinning left and up across the lower/mid-mountain.

This leads to an obvious access point onto the next shelf and continue left to the obvious zig zag points to climb up toward the big satellite dishes on the ridge.



The main access point to the ridge is found just below the radio towers. The crest there does

get wind and can have ice/crust that may make the final 50ft/15m challenging if you don't have Verts, crampons or some sort of ice climbing assistance. It's too steep for skinning.

If you know there is ice or major wind affected or low snow on that ridge access point, there is an easier access point hiker's right on the looker's right side of the bowl that is directly above the arrowhead false peak that you can't miss.

The elevation at the radio towers is 2220ft/677m and I've heard a first-hand report of a wolverine sighting there! The ridge will gain some elevation toward the opposite end of the ridge.

There has been a residential development put in on the lower mountain with an access road that climbs up to the highest residence that's at a higher elevation than where you'd come out on the avalanche run out on the classic hike route. The problem is that private property isn't always conducive to crossing even if it's just a forested area that shouldn't bother anyone.

In my experience no one up there is trespasser friendly, but I now hear that the property owner with the second highest lot is hiker friendly and has actually cut a path through some of the brush to allow access.

I haven't passed through his property, but if you go to the top of the upper switchback without going up to the top driveway that veers up/left, the driveway just past that to the right should lead to a reasonable way that will put you out on the looker's left side of the big avy run-out zone.

Parking above the big obvious left-hand pull-out before the hard right-hand switchback will likely involve the police (trust me, I know ... twice). And definitely don't use any driveways!

The main lines on this ridge are north facing and can be fully scoped from the highway or the road on the other side of the lake. Just be sure to end up getting out the way you came in.

The W end of the N aspect has some short lines that end at a small frozen lake zone that can be seen in my first snow bike video.



Epic Snow Biking Begins!

<https://youtu.be/WDjWNmK4B8A>

There are other aspect options as well.

The top of the ridge has some fun lines with wind drifts and super snow-surf style short runs that I like. Those will usually be getting good sunlight.

Also, if snow conditions allow, there are some nice chutes down the E backside that land in Snow bike Valley above the delta. The way back up to the ridge is hiker's right and pretty obvious and non-threatening. I don't know of anyone who's actually ever done that but I'd like to.



Wolverine Ridge ~ End to End
<https://youtu.be/I1hpwRIAXX8>

The W end of the ridge has a great zone that wind loads nice. The big problem there is the corniced ridge. Generally if you stay back clear of the cornices and work a bit down the ridge left you can find obvious points to get a safe peak at the cornices and access points above or to just drop in there.

Very rarely does this great aspect get ridden.

With this face, the general escape is to wrap around rider's right staying high to a pass point back to the N facing avalanche zone gully you started with.

This area is thoroughly seen in the first of my seven part series of videos snow biking around and across a good portion of this peninsula mountain range and the areas I discuss in the upcoming chapter. Watching this series would be the best way to see the terrain and connections between mountains from the ground.



Dream Day ~ Pt. 1
<https://youtu.be/iEV91ToRVM8>

Speaking of snow biking, I have to point out here that after my Dream Day series of videos from a couple hours ride with The Wild Alaskan, I realized something that blows my mind even now. (Spoiler alert.) After a lifetime of hiking these mountains in typical fashion of day hikes spending basically all day hiking for one short run, what I realized is that with good snow conditions on a snow bike, you could ride every good riding zone for snow bikes on the entire peninsula mountain range in a single day!

Anyway, back to man-power, if you're up for a full day tour, you can ride the W aspect fully to the bottom reaping really fun lines that require a good skin up and out to the other main coastal road. I've only known one or two people to have taken advantage of this day tour.



3 Mtn. Basin / Video Out / Fall Line Pow'!

<https://youtu.be/oyWwklaWsS8>

Also, the smaller mountain that is being semi-circumnavigated here can be fun if there is good low snow and the wind hasn't been too crazy. You can scope its access from town and the main road also.

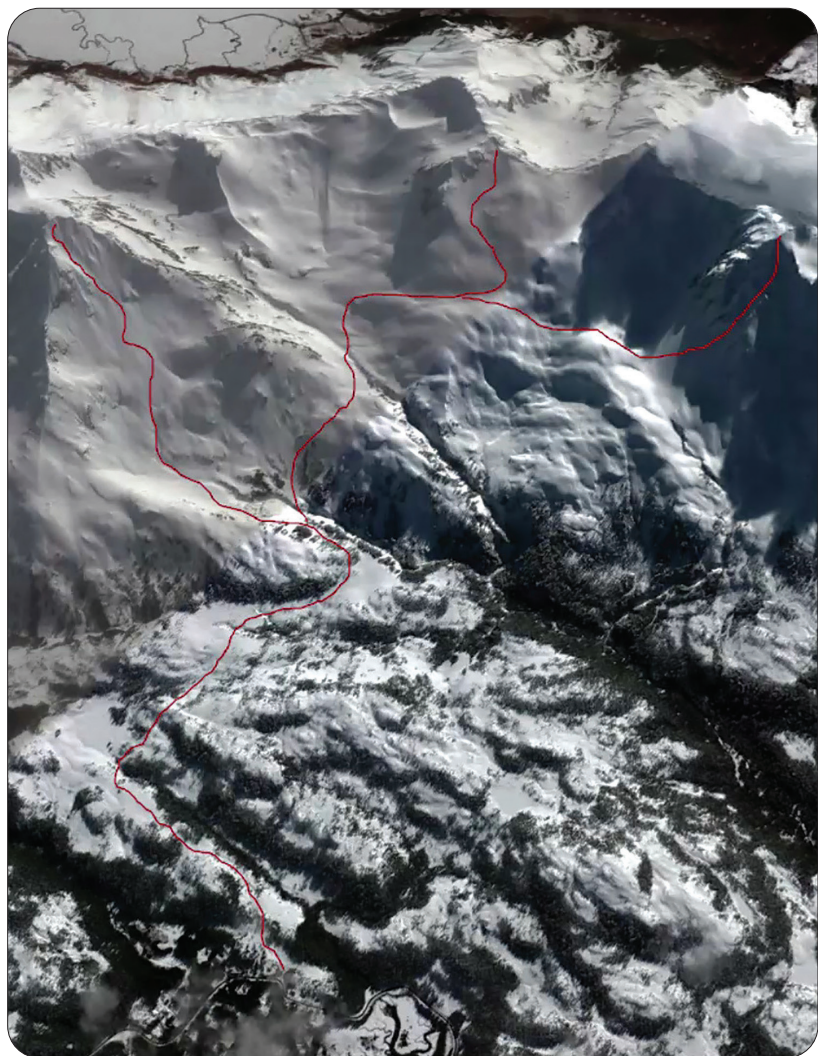


Eccles Head Chute ~ Line 1st

https://youtu.be/goPw1_16x8g

From the end point of riding at the bottom creek, the best way is to climb up the obvious mostly wide open path on the right side of the creek, ascending to the shoulder of the lower ridge of the smaller rounded peak above/right. It's the only real logical and decently clear path up and out.

From there you must know the direction of the reservoir (approx. W) and then ride down to work through some trees and a definite creek you'll have to cross perpendicularly. Then continue across the meadows over to the hopefully frozen reservoir lake and down the steep rocky access road to the paved road below. This point is only a mile from town.

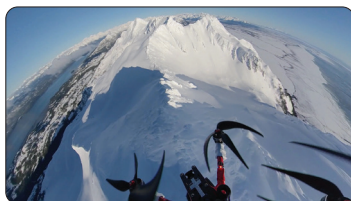




CHAPTER 4

THE PENNINSULA RANGE

TWO MILES out the coastal road that leads SW there is an obvious big pull out on the left a bit before a smaller pull out just where the road makes a sharp S-turn to the right. This is the main snowmachine/snow bike access point for the multiple peaks and majority of terrain that's not out at the very end of this peninsula of mountains.



Major Multi-Mtn. Peninsula Line!

<https://youtu.be/6t28NUNRL5I>

There is usually an obvious snowmobile trail that will guide you left through a series of meadows and open trees. It's a mile or so to get to the base of the mountains.

After crossing the flats, the snow machine tracks should lead up a small ridge with a series of steps leading toward the lower ridge of the highest peak on the range. This area used to be called The Golden Stairs back when the first backcountry skiers like my Grandpa would go out there.

From the top of this lower ridge you can basically see the entirety of the terrain to choose from.



Lower ridge to highest peak

This is where you might hear or see The Wild Alaskan and possibly a small snow bike gang riding and setting tracks that can be utilized for efficiency.

The highest peak there is 3151ft/960m and best accessed by the W face that can be clearly seen from that vantage. There's a main chute that is increasingly daunting as it

steepens near the top. But if you crest the peak, it is one of the best viewpoints in all the world!

If you are planning on this peak, you can cut out hiking the upper half of The Golden Stairs by cutting right at about the halfway point where it's obvious to see you can ride down left into the main valley. And if you are skinning you can cut the corner even more around lower, but it will be congested if low snow levels.



Highest Peninsula Peak

<https://youtu.be/1W34yKk5ST0>

There is a main couloir (seen from town) that faces N and begins just below the peak. It usually has the best snow around but I have seen it quite wind affected by N winds.



Wind Affected Couloir

<https://youtu.be/QNaGulT-2b8>

This line can be easily returned to the ridge above The Golden Stairs by wrapping left immediately after the couloir ends.

Otherwise, a full epic run can be had by continuing fall line and into one of the best chute/gullies in the area, or stay to the open terrain rider's right. This leads to the low creek bottom that is best escaped by the same route to the reservoir as described in the last chapter.

For less steep freeriding, the next mountain W is wide open with rollers and actually a variety of terrain to be found.

This calls for an access keyhole point several hundred yards up from the lower creek valley. It is the only way snow machines are able to access the upper areas, though snow bikes can traverse in.



Following The Wild Alaskan! Part 2

https://youtu.be/YS1UXllin_I

The shortest access to this section is to cut the corner around the end of The Golden Stairs quite low to cross the creek just below the keyhole access point fall line above. This will require a bit of monkeying through the lower foliage to get through the creek zone. And this track will lead you back out.

Once you ascend through the keyhole and level off above, you will see the terrain and how it needs to be accessed. Left around the biggest gully on the range and then right up an obvious ramp leads to the steep open rollers of the mid-mountain.



Top backside of the Bald Mtn.

From the top of the actual peak on this mountain at 2870ft/875m, there is a steep/exposed couloir that can be found dropping N from a point just down the steep ridge from the top. There is an upper entrance that is steep and very exposed that I chickened out of once, but you'd want to make sure you've scoped that well.

Be sure snow-cover is adequate and that the wind has not rendered it too dangerous. And don't fall on the fall-line, it leads to what I call The Shredder! You must exit the chute early rider's right to live to ride another day.

I've only known of one other person to have ridden that line once.



The Shredder!

Brown bears will start emerging in these areas come late spring.

Beyond the rollers of this bald mountain, the next peak has some exciting options. It is a good full day to ride this peak or the terrain beyond, but is most easily accessed and returned by the same way as the Bald mountain and crossing on the obvious mid-mountain shelf.

The creek around there is a monster not to be trifled with!

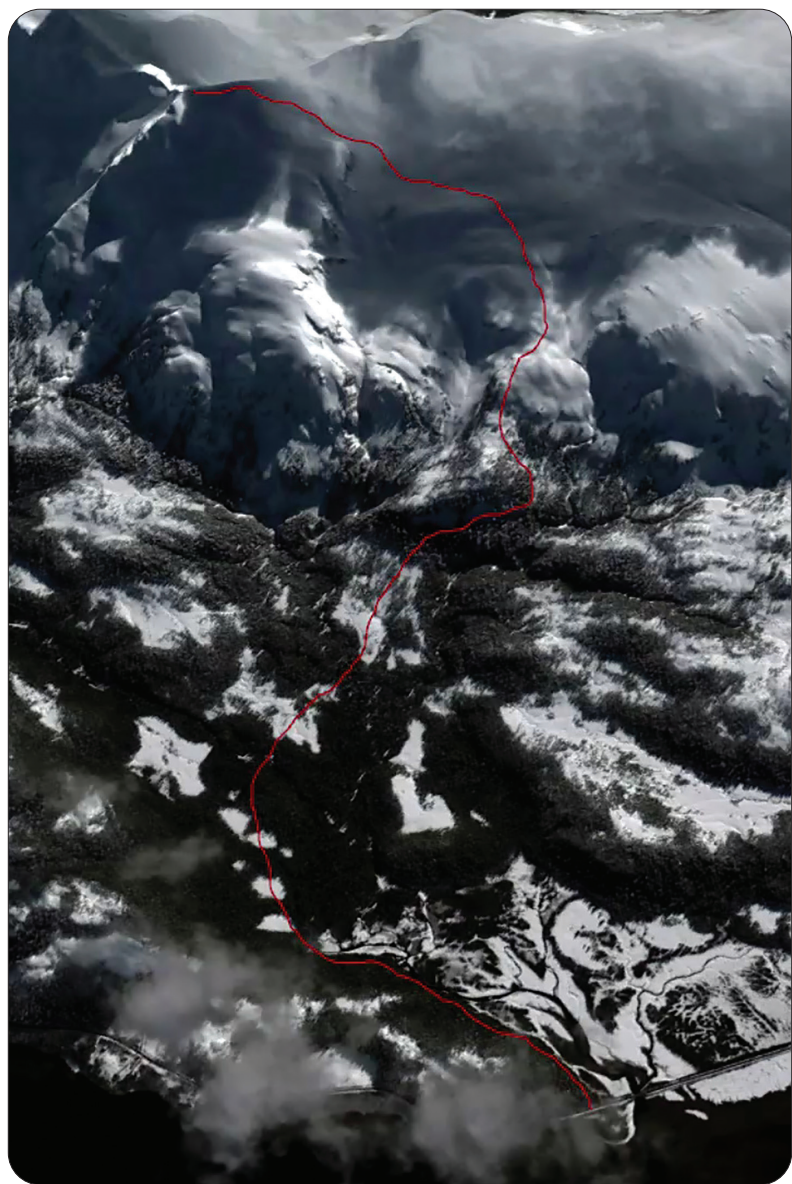


Low-Mid Level Terrain Scouting

<https://youtu.be/rpCO96PJy4c>

Line options there are obvious and the best line is the main N facing couloir. There is even an air-in off the top if you are so endowed! Return the way you came.

Rarely does anyone ever get out to ride this mountain or any of the area past it.





CHAPTER 5

FAR OUT ON THE PENINSULA RANGE

THERE ARE SOME really fun lines to be found far out on the local peninsula range. There's really no one who goes to freeride out here. Snowmachiners and snow bikers do get out there though.



Rock Chutes Flyride & Ride Out
<https://youtu.be/DE2gST4vAyM>

Access comes courtesy of the U.S. Forest Service. This is quite an adventurous trek and area.

The trail starts from a bay and river that holds a pink salmon run every summer. It starts following the river and dives in where big brown bears dwell when the snow's gone! A decade ago a local woman had her dogs wrile up a grizzly and bring him back at her. She was briefly mauled and bit and medivacced to the hospital in Anchorage.

This trail involves a series of wooden bridges as well as a set of half log stairs and a handmaid wooden ladder that should be at least mostly covered in snow.

I have marked the trail with Firetacks, but I don't know how many of them are still there. Though if they are, it may be easier to find the trail in darkness than in light.



Trail Praise March!
<https://youtu.be/5w1gT8OwXjk>

This area gets a bit more snow than almost everywhere else, and with the sizeable trees along the trail it may be quite deep. A difficult trail to skin.

Once you pass the three small meadows and enter the longer open meadow, skinning will be possible, though you will have to boot up a short shot where the ladder is in the mid-mountain trees. After that you will be glad to be skinning for the rest of the day. Of course, Verts are useful if you choose to hike certain steeper areas to ride.

Many bears, black and brown, are probably sleeping unseen below your feet on this hike! And I've seen deer on the far out end of this ridge in the fall.

The Super Bowl zone has a great string of short chutes that face SW. The peak above them makes a great view and offers fun runs back into the bowl or even a long backside N facing gully run that requires a hike back up and over the mid-mountain ridge with all the chutes I call The Rock Chutes 2.0.



Dead End Gully

<https://youtu.be/sJV6px6LNrQ>

Otherwise there are some shorter runs on the SE side of the bowl that face NE, and some fun mini-wind drifty runs in between.

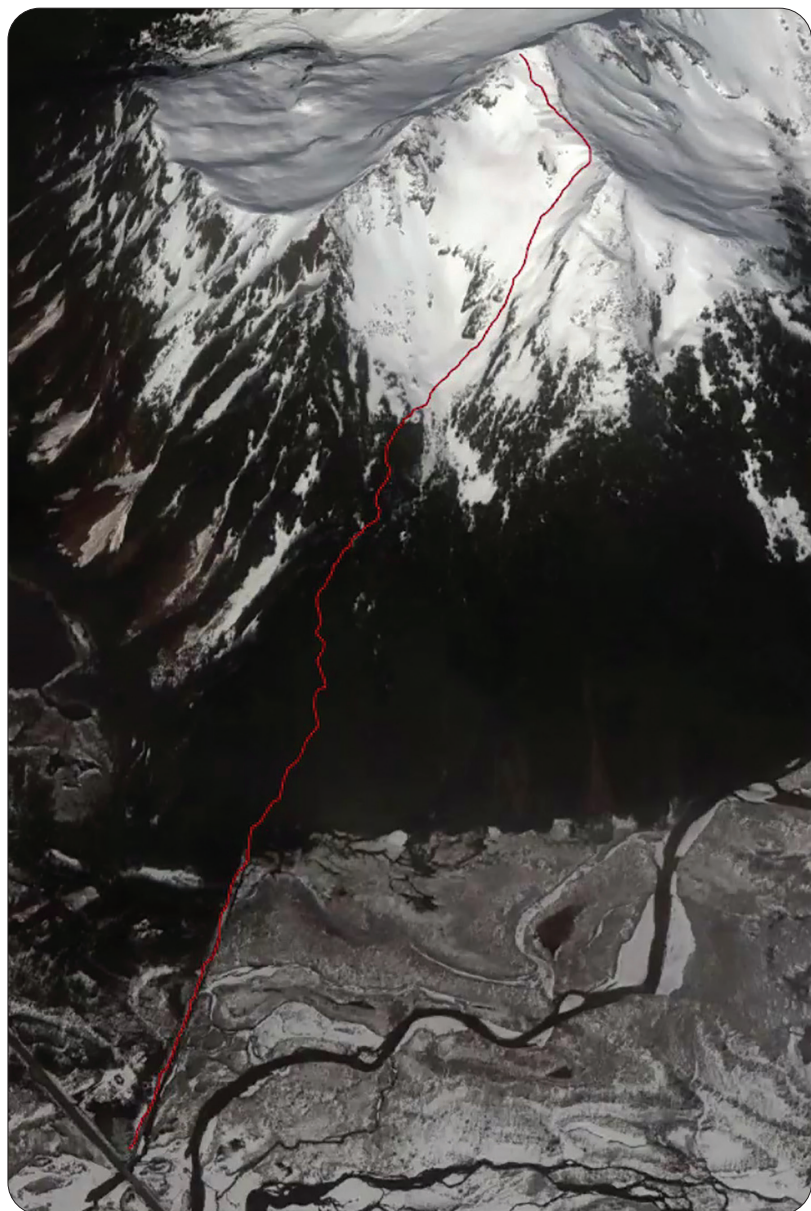
Follow your track back out.

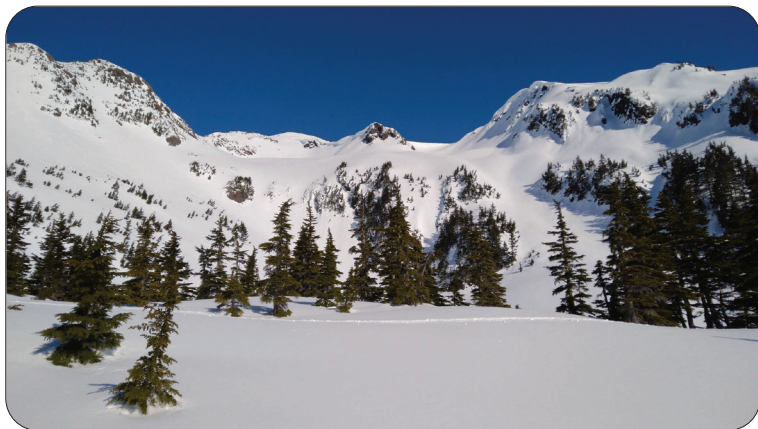
Cell phones don't work for most of this region, however I've set up a cell booster powered by a portable power bank with a makeshift extension for the antenna mounted to my pack and it is enough to maintain signal for the entire zone.



The Super Bowl

<https://youtu.be/PtxplHX6CVc>





CHAPTER 6

THE KING'S CATHEDRAL

SEVEN MILES DOWN the highway from town there's a river that brings a lot of silver salmon and sports fishermen in the latter half of summer. It has a dike road that leads to the bottom corner of a dauntingly steep and clustered mountainside.

The dike road gets trimmed by the state every five years or so and our nasty brush grows so fast so it will likely be an annoying $\frac{1}{2}$ mile walk through eye-poking alder new growth.

When you come to the mountain there is a picturesque outcropping that's a 12ft/4m high almost vertical rock climb to access the foreboding forest. As if out of The Lord of the Rings, it is a dramatic entrance and exit as you go from light to dark or vice versa!



FPV Flyriding ~ SACRIFICE

https://youtu.be/FbwU3BAO_eI

This forested mountainside is almost claustrophobic and overwhelming your first time up and down! I and others have marked the lower trail with Firetacks for upgoing and some flagging tape, though those things don't last forever. But since many of these hikes do begin in the dark, it may be advantageous to keeping the trail with the Firetacks (if they're still there of course) and a headlamp.

I've not hiked this trail with loads of low snow and I think it would make the already challenging hike potentially more difficult in places but maybe easier in others, depending on its consistency.

As you enter the forest in the obvious way, keep to a 1-2-o'clock direction from fall-line, looking for a slight nose to the forest floor developing as you start ascending steeper.

Follow that nose. It will work around to a fall-line heavy climb straight up the mountain as you manage large fallen trees and sort of mountain goat through a steep mossy forest with a lot of fallen debris as well as some brush.

Carrying a board on your back will be disastrous. Carrying it by hand is the best way by far. This can be done with skis, but I don't recommend it.

Around half way up the steep gnarly face, it will be obvious you need to keep just right of the nose as it turns to a cliff at the top.

From the top of that cliff, my way cuts over/up left/10-o'clock through some questionable steep shots under fallen trees up onto the next wooded zone aspect that is less steep but just as convoluted. Whether you find this trail of mine or just keep going up through the jungle won't really matter in the end. Just keep going up basically fall-line at this point.

After another hundred yards or more of craziness you should start veering left under an obvious no-go zone. Once you get around left and above the major debris of the forest and into an opening well before the ridge cliffs to the hard left, it is much easier and continues in the general fall-line direction up toward an obvious ridgeline convergence.

Now this is the most important and probably most impossible direction to follow. When the steep aspect of the lower mountain finally *levels off* at the mid-mountain, do NOT follow the natural trail that continues obviously up the edge of the ridge that follows the steep cliffs on the left side.

You must immediately cut right/2-o'clock where there's a slight decline and then incline for a short shot almost ninety-degree stint to the right – perpendicular to the ridge trail.

Once up this quick incline, where you should be walking on a long fallen tree cross-hill that's against several upright trees (otherwise it's difficult to hike in the low spot below the log in what should be decent snow by now), turn into the forest basically fall-line and look for the path of least resistance. If you can get on my trail here it will save a lot of pain. And time.

I've marked some trees in this area with machete cuts above eye-level but it will probably be hard to see by now. Keeping between fall-line and 1-o'clock angles, it will lead you up through more convoluted forest until, hopefully after some tighter stuff, will open a bit and then there's a keyhole through into the upper forest area that's not as jumbled. If you make it there you should be able to skin up for the rest of the ascent.

The trail/path generally continues fall-line to 1-o'clock to fall-line in direction. There should be a leveling off of the forest and then a slight decline before a steeper incline that leads up and out of the thick of it.

Once clear of the thick trees it will level off and open up with some meadows that will get you to where you can see exactly where you're going. Congratulations, you're half way there!

Now you can see the main bowl of The King's Cathedral.

Here there are some fun lines and small chutes to choose from. The ridge on the looker's right is usually windloaded with pow' and has fun features that lead into a chute that leads to another chute and into the N side of the bowl facing S.



Double Duty!!

<https://youtu.be/67-dfCl6P6M>

The ridgelines on this mountaintop will usually have mountain goats throughout early winter.

The top of The King's Cathedral is 2545ft/776m and has a backside that is very appealing with steep/expert terrain. It is seen easily from town or the drive out the highway and thus is generally considered the frontside of the mountain. That W aspects stays good until late in the season.



FPV Flyriding ~ Eye Candy

<https://youtu.be/s6klSWLrHR4>

This side can be exited (as well as entered) by following the natural flow into the valley through and out along

the rider's left side of the creek. If you go out or come up this way, be sure to hug the edge of the steep mountainside up tight to avoid difficult brush and lower creek clogging.

You have to cross part of the lake for this access so it'd have to be frozen. 3in/7.6cm seems to be the minimum safe depth of ice to open still water crossings, but 4in/10cm is much better. Though I've seen videos of people skating on less than 1.75in/4.5cm and they called that "thick"!

Beware: if the lake is not totally frozen, there can be places with significantly thinner ice. The main crossing for this access is often slower to freeze than the rest and where the creek comes out is always the most dangerous. Also, there can be vent holes in the ice but they are usually pretty easy to spot and very isolated as holes the size of a manhole cover.

If it has been very cold for a long time and the lake is solid, you can drive across and park at the lake's shore!

If you go out this way just cross to skirt the edge of the land mass that wraps around and there will be a way along the edge of the left side of the weir and river back to the highway. The ice will be thinnest where the lake meets the weir and flows into the river.

This side of the mountain also has another cool section that must be accessed from below and has a couple epicly steep chutes with a daunting apex that ends with a steep narrow corniced saddle that isn't exactly appealing to attain. I've never actually had it in me to press on with the increasingly steep and deep snow

there. So it's one of the few lines I've done starting below a distinct top drop-in.



Welcome to FPV Flyriding

<https://youtu.be/mfhVrFinxtg>

If you are really adventurous and in shape for a second peak/full day ordeal, the next peak N on this range is considerably higher and has a not so easy pass right onto the top. This peak gains to 2906ft/886m.

I call it Brown Mountain because it's unnamed and the first time I hiked it was in early December and I had a brown bear break trail for me on part of the hike! He had obviously waited too long to bed down for winter and had tried to hike over a steep part of the mountain but couldn't, and then apparently tried to dig himself into the mountain in a couple places. I think he ended up going back into the forest.



Brown Mountain

<https://youtu.be/LVXdWXtGJFg>

The terrain coming back toward The King's Cathedral from this mountain is pretty cool. It almost completely cliff's out but there's at least one small keyhole to wriggle through!

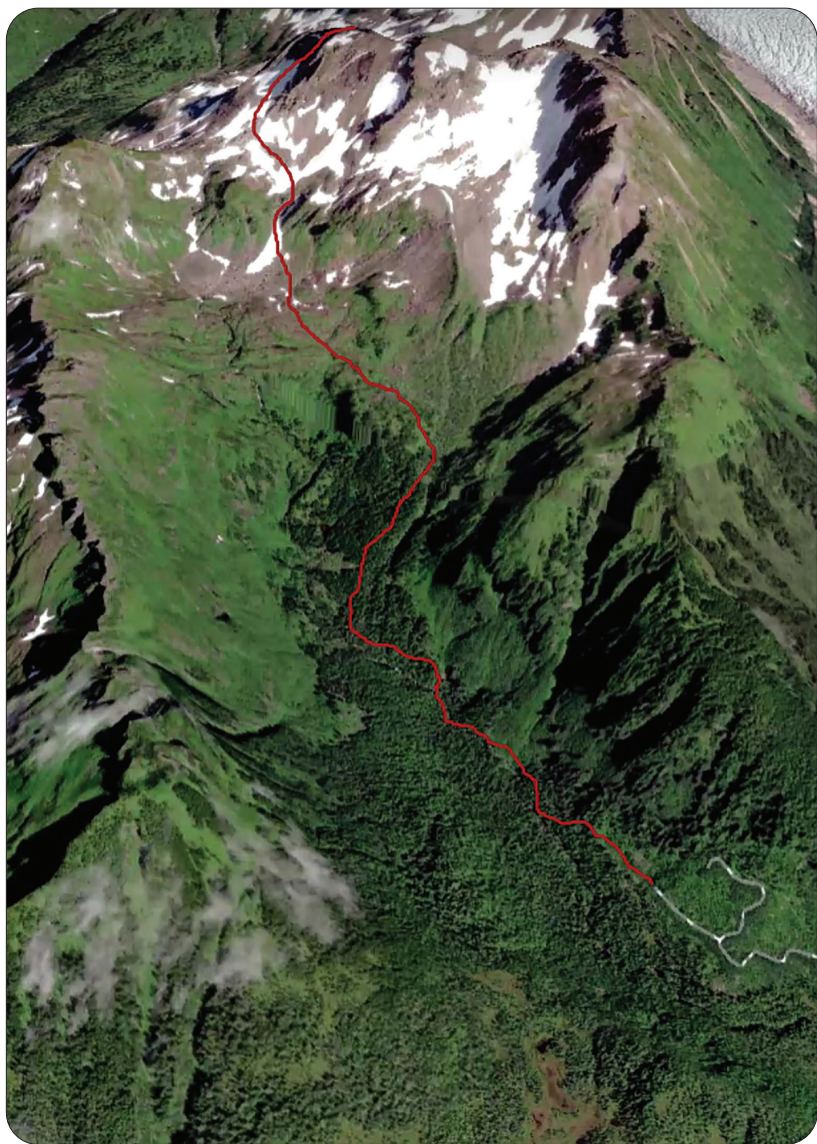
There's also a lower long ridge of steep tree'd chutes that have never been touched, and a wide open long line E that lands you at the delta floor below. That line's been ridden only once but is certainly not easy to get out from if there hasn't been long cold freezing. The river there goes right along the base of the mountain and the areas around the river are all seriously wet marshlands.

If you end up going for this aspect without solid ice, you'll need to stick to the mountain's edge through the very difficult forest floor until you get past the obvious corner of the river where it turns away from being against the mountain about half way back to the road. Then it's better to keep a path closer to following the river than against the mountain where there will become more standing water. Allot generous time for all that.

Other than that once ridden line and the W face that is seen from town, I've never heard of anyone riding any of this entire zone besides me.

There are many places in our backcountry that will never be possible unless the absolute right conditions are available. Fortunately for me, Yehovah God has aligned the stars, so-to-speak, several times in my life to make some of my kooky big ideas actually manifest. I believe He does that because I serve His Kingdom purposes with it all. The faith comes first!

This concludes most of the close areas visible from town, the ones that are more easily accessed early season anyway. We'll continue around the lake later when it's good and frozen, if it even gets good and frozen these days!





CHAPTER 7

GLACIER MOUNTAIN BOWL

SO NOW WE venture out seventeen miles from town along the delta, past the Alaska Airlines airport and down a road that will only be driveable if there hasn't been too much snow. Also the snow can easily turn to ice with our fluctuating conditions, and so if there is ice and then snow on top of that it makes for especially sketchy driving.

A snow machine has enabled me to get to this trailhead before.

This is the only trailhead with a nice outhouse to take advantage of. It really is nice when you're used to the alternative!

Most of these Forest Service trails will not be usable if you don't already know where the trail is. They are pretty well marked but even still, with snow covering the ground it is very easy to lose the trail.

This trail has a lot of wooden walkways, a couple bridges and some stairs that aren't always functional with snow.

From thick lowland trees, up little creeks through open meadows, in and out of short forested zones, a traverse across an opening with big alders and back into the forest for a couple hours finally gets you out into the open bowl where it's obvious where you can go. If you can't follow the trail you just have to get up to where the valley opens up out of the trees. It's probably doable on either side of the main creek.

From there, hiking left through the opening leads up to the center bowl area where most of the action is. Though there is some cool lower terrain.



Full Mountain Basin!

<https://youtu.be/a40uqe6uG7s>

To the left is Stegasaurus Ridge with E facing lines that generally get degraded fast and have a pretty intimidating sharp ridge to try to access, though there are lines hikeable from below.

It may be possible to ride off the backside and out an abandoned Forest Service trail (if you know where it is) but it's terribly convoluted down there and I wouldn't recommend it without some serious scouting.



Stegasaurus Ridge

At the head of the bowl is Shredasaurus Peak. It has some cool lines into the bowl but facing S they lose appeal quickly.



Shredasaurus Peak

One of my best lines ever is Begger's Canyon down its backside. It's an amazingly deep crack in the mountain that you can ride right into from the top! It's a fairly narrow chute at its entry point and then eventually

opens up wide with cliff walls on each side probably a couple hundred feet high.

Truly, it must hold the best snow of the entire area because the sun won't touch it, the wind only loads it and so it's been extremely fun the two times I've rode it. It gets some avy debris but it's usually soft and covered with soft snow, which makes for good jibs. You have to hike out from the backside to the saddle between Shredasaurus and Stegasaurus Ridge but it's not a big deal.



Begger's Canyon

<https://youtu.be/8YF6cE5tbeI>

I've seen wolverine tracks in this bowl as well as wolverine belly sliding tracks down the ridge from the backside! It is also a notorious place to find mountain goats.

One time when I was climbing Shredasaurus Peak, as I was gaining the ridge, I sang casually out loud to let the pack of mountain goats I was getting close to know that I was just a friendly wild animal happily passing!

The closest goat was apparently security for the group because he stood his ground and stared straight at me the whole time while the pack behind him just did their thing without much concern.

I steadily passed The Watcher about 50m away and was half way up to the peak before he could relax and join the others. This is rare, usually they disperse themselves to a backside if a human dares ruin the party.

The mountain on the looker's right side of the bowl (E/NE) is the main attraction. Many good lines all-around/upper & lower. Epic chutes and aspect transfers make for many options.



The Crown Jewel, the secondary peak, and the Rock Chutes

The mountain is in two parts and the upper peak is this diamond shaped rock gem I call The Crown Jewel, it is on the cover photo.

There's really only one way up. You have to wrap around back to the N side and access a steep/narrow chute that leads up to a N facing ramp that starts out about 100ft/30m wide and then narrows to about 20ft wide for 50m to the top.

The top flat section is only about 10ft wide, just wide enough to casually stroll safely along the edge of the

cliffs on both sides until you deadend at the 3rd vertical cliff high above the secondary peak!

I'm the only one to have ridden this gem and it's the highest peak I've been on here at 3730ft/1137m. The view is my all-time favorite and is well shown in my video. It is also the vantage SE on the back cover.



The Crown Jewel

<https://youtu.be/kwZBsIy3qXA>

There's actually a natural kicker off the top that I hit once! A 10ft air above a 1000ft/305m cliff feels a lot larger than it is I'll tell you that!

Unlike the Alps, we do not have the highest peaks known as 4000'ers, the few highest peaks reachable by foot are 1000'ers!



The view N from The Crown Jewel

The main steep chute on this long run is really narrow in places so I wouldn't recommend it for skiers.

There is also a secret chute off of the backside that I rode once, blind! I just figured it went through and fortunately it did.

At the top of the steep chute, if you crest over the ridge you can see another chute with a small mandatory air that doglegs right and continues down to a choice of mandatory airs out the bottom. This leads to a long open run around and back to where a short hike out is required.



Crown Jewel ~ Backside

<https://youtu.be/eXVUhuI1OuI>

Also, it is possible to attain the lower looker's right peak of this mountain and descend the backside, accessing an E facing ridge that will spit you out at the glacier down at ground zero! But this is something I'm just considering at the time of writing this. That E face is always hit with storm winds and sun, there needs to be good low snow, and the glacier lake has to be frozen to make getting back practical.



CRAZY Lines on Difficult Ridge (Low Snow)

<https://youtu.be/PIb4kXgGJpY>

Otherwise, it usually takes an hour or two to get out of the main bowl and back to the truck. Whereas, it takes usually two hours just to get up out of the woods and at least another hour to get on top of the lower peaks.

I've heard of a couple people getting out there to ride long ago, but I've only seen one person put small tracks down low at the bottom of the bowl in all my years out there.



CHAPTER 8

EXPERIENCES

THIS IS a good opportunity to say I realized after riding the Crown Jewel line a 3rd time, that I ride paranoid! You'll often see me looking over my shoulder watching the slough and snow stability around me anywhere there's risk. Sloughs attack from behind and fractures happen in the blink of an eye. If you're aware of the moment a fracture snaps, the better the chance is you can capitalize on the micro-seconds you have to get clear or do whatever can be done.

I have had my experiences with avalanches, cornices, bergstroms, and exhaust holes (which I already mentioned).

Heli-riding in Valdez one time with Steve Klaussen, I had a fracture snap the moment I landed an air into a steep line and I instinctively pulled a quick stop on my heelside edge. There was about 8-10ft worth of 8in/20cm thick snow uphill of me that immediately began sliding down through and around my legs. I was leaning back to where I *almost* went to my butt and if that would have happened I would have lost my heelside edge and went down with the avalanche that triggered the entire ridge arm I was on and went down over a thousand feet through rocky cheese grater. That was literally a matter of an inch of weightshift that made the difference between the healthy joking that followed and a potential heli-trip to the hospital or worse.



I once accidentally set off a Volkswagon sized cornice on a little mid-mountain wind-drift area above a seemingly benign bowl about a hundred yards wide that flattened out to a nice low angle roller. I was able to jump back and not get taken but as it fell it peeled out a 3ft/1m thick fracture that went 50 yards in both

directions catching one of my good friends 15ft inside of the back edge.

The size of the slide was so great that it carried over the low angle flat section below and rolled down and over a 1,500ft/457m steep face called Widowmaker in the Mt. Baker backcountry, taking my friend with it.

He flew over two huge cliffs on the way down and survived with a broken femur and a couple cracked vertebrae and had to be helicoptered to the hospital for a month. It took over a year for him to regain his regular walking stride and he had to drive himself hard to make that happen. It was my worst day.

I had a fairly benign ridgeline cornice break right behind my heels and take me down with snowshoes on, poles in hand, and board on my back. I fell through space flailing like a crab that just had the trapped door pulled! That was probably the scariest feeling because there was absolutely nothing I could do and all my devices instantly became hindrances.

Heli-boarding Valdez in the good-ol-days when we didn't need guides, one time I didn't have a trceiver,

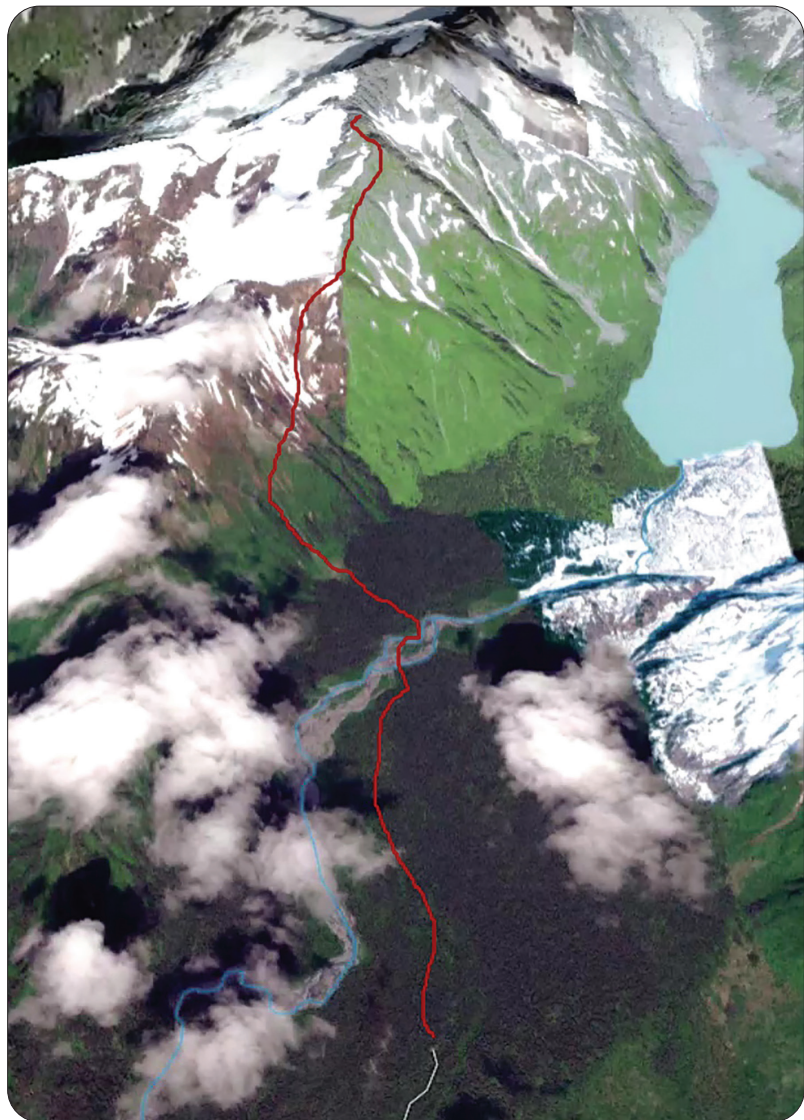


shovel, probe, or even a backpack! I ended up getting careless and dropped a 50ft/15m cliff over the widest part of the main bergstrom on Diamond Mtn. Once airborne, I could see I was going to land right on the

edge, and then the edge was actually just inside my rear binding so I just let my body weight crumple over forward enough to simply keep from dropping down the deepest hole I've ever seen up close!

Having the ability and awareness to ride focused on your surroundings at all times is crucial to staying safe out there, especially when you're by yourself. So I definitely look both ways before crossing the street if you know what I mean! Of course, now I always go out with Yeshua the Messiah so that ultimately transcends the works of the flesh, so praise Y'ah for that!

Even when hiking up steep scary places I often feel like letting my focus and vigilance fade and just go through the motions, especially when tired, but I believe keeping focus in times of risk is critical. That split second when snow gives is just so important to take advantage of. There are plenty of other times and places where you can zone out.





CHAPTER 9

FAR OUT KOOK ZONE

SO YOU HAVE to be a special kind of kook to try to ride out at the area 25 miles from town. Without a sled, you'd need low enough snow to make the drive at least to the road that leads to the Forest Service trail that leads three miles to a glacial lake that's surrounded by epic mountains not so easy to ascend or descend.

I've ridden out there three times and every time it was like an act of God for it to work out! Seriously, I swear, one time an angel pushed my truck back onto the road as

I was sliding off. The road was glare ice with snow on it. It was significantly convex and I started sliding off the side and I knew there was no way in physics that I could have gained ground back up onto the center of the road, but somehow I supposedly gained traction on a straight stretch of road that doesn't change in it's conditions!



The highway is not maintained and get's more snow the further out you go. The road that branches off from the highway to the trailhead is surrounded by trees, so when the strong winds push snow along the highway it doesn't pile up as much, whereas the side road gets twice as much because the trees allow it to eddy and fall in the opening.

I made it to the trailhead all three times I went there so I never had to hike the extra half-mile or so from the highway. Plus, I only followed the Forest Service trail for a mile before crossing the river.

Now, crossing the river is the real problem with this zone I not so vainly named after myself: Kook Ridge and King Kook Peak (because I'm the only super-kook who's gone through the rigamarole it takes to ride out there). I spent several day trips out there in summer/fall to figure out this route.



The “Trail”!

The river changes and you have to utilize the log-jams to cross even in winter unless it’s been really dry.

Then there’s Treadmill Forest! My first time out there I tried to hike through the woods between the river and the mountain in the dark without a compass or GPS. I actually ended up walking in a circle!

To my surprise, when I saw tracks I said to myself, “There’s someone out here!” No, you idiot, get a compass. “And he has the same boots as me!” That day took forty-five minutes to get across what I later found out takes fifteen after I cut in a trail that simply goes perpendicular to the river and ridge.

Finally getting out of the lowlands, I actually found a wolverine track to follow! You go up through a low level chute with avalanche debris and work right, ultimately sidehilling almost perpendicularly to a lower/mid-mountain wide and level obvious shelf area that leads up toward the main ridge.

Granted, it is hard to convey clear directions about crossing the river and getting to the verticle access point

but if you are in the market for this adventure you'll have to invest some time figuring it out. Especially since the river changes the log jams regularly. But this being the farthest zone I've ever been to around these parts, it's the most wild and free!

I actually scoped this line with the help of a local pilot and his Super-Cub bush plane. The ascent route is pretty obvious and if you get onto the ridge that leads to King Kook Peak it is really straight forward. My pilot friend reconized its easy access from the air immediately.



Kook Ridge & King Kook Peak

<https://youtu.be/NxQnqgNoKTM>

Of course easy access refers to route technical difficulty, not length or physical exertion. This is a full day and full strength mission, for sure.

I actually used my KXF450 motocross bike to run the mile of trail once when there was only a low amount of snow. And if you plan to run a snowmachine out, be sure to bring a saw because that trail gets a lot of downed trees from high winds and shallow root systems.



Kook Ridge 1st Descent

<https://youtu.be/DMo7ZE7Jtcw>

So, from the mid-mountain bowl/shelf, follow the best path up onto the main mountain ridge to the climber's right. Cresting the ridge can be quite wind-effected. Follow that ridge to the top and look for mountain goats!

You'll see that King Kook Peak isn't a proper peak, it has a ridge that descends a bit and then connects onto a marvelous gnarly ridge of steep rocks that even a troop of big-boy mountain goats couldn't pass! They were on my mountain and left because they're not very social. They pushed up toward the top of the massive mountain that has the biggest high mountain glacier on it's backside. They basically got jammed up on the top. Standing around on tiny ledges, they just hung out until I made my way down.



There are amazing lines facing E down from King Kook Peak but both times I've been there I wanted nothing but to access a chute on the backside that starts facing NE and the runs E into the valley all the way to the lake. The longest vertical run I've made around here for sure, I estimate approximately 3,500ft/1067m.

The problem with the NE facing chute is that its not protected from the N wind and there's a bit of a crux at the top to make if there hasn't been a good amount of upper snow.

My first run there I was able to jump the rocks into it but the second time I had to climb down through the rocks and ice and it was really sketchy with no ice axe & I had even left my crampons down at the river crossing because I didn't think I'd need them. Probably another miracle from God!

The narrow chute descends maybe 500ft/152m before opening up onto a featureless aspect that flows onto the E facing gully with some avy debris that basically runs all the way to the bottom! Hope you are in shape or can ride switch because it's a real leg burner, especially after hiking all that way.



King Kook Peak

<https://youtu.be/O-5HBck5MuY>

One of my best runs ever, it was good snow on both occasions. And getting out may be easier crossing the end of the lake and gaining the trail, but I skirted the base of the mountain to return to my trail at Treadmill Forest.

Wolverine tracks again! A flock of pure white Ptarmigan spook and take off out of nowhere having been blended in with the snow perfectly! You're really far out here. Solitude. Wolves and bears, black and brown, in the other seasons.

Cell service doesn't cover the last two miles of the Forest Service trail, the lake, or the chute off the backside of King Kook Peak and for most of the way back to the Treadmill Forest crossing trail.

Even getting back on the road can be challenging. I've come across fool kids blocking the road with a stuck truck with insufficient traction. Often these places are driven on one track down the road so coming across a vehicle going the opposite way can prove difficult if someone doesn't have a real worthy 4x4 to make a fresh trail. Always bring extra food and light.

If you're not worried about cell service, there are epic lines all around the once glacial lake, just make sure it's good and frozen. Sometimes that lake doesn't freeze like you'd think it would being so far out for some reason. And, of course, where it flows into the river is going to be the highest risk.

If the lake were frozen, it would theoretically be a great place to drag camping gear out on a sled to the head of the lake and spend a few days. The biggest problem

with that would be some of the boarded creek crossings on the trail depending on snow depth and conditions, but they should be manageable.

I've never heard of anyone riding out there.

There is a potential loop tour from glacier to glacier that begins facing N from the lake and wraps around W and would finish going S and out to the 15-mile dump road. This has certainly never been done.

If you have a snowmobile/snow bike, there are extremely remote peaks of the exotic kind far beyond this zone across the delta but involve major river crossings and put you at what essentially feels like twice as far out as the already far out Kook zone.

I know locals who have sledded out there, but it would be a serious outing that would require important local knowledge and preparation. It is colder out there with more snow and any high pressure usually brings a bitter N wind that flows freely down river from the interior mountains.

The Jeep follow video goes past the access road to the Kook lake area and out almost to the first big river bridge. The snow was too deep for my old Jeep to make it so I had to drive backwards in my tracks the couple miles to where I could turn around. I had full chains on.



Jeep Pow Follow

<https://youtu.be/TDq0D6ufjC4>

The highway deadends at thirty-six mile with a washed out bridge. I don't know the best places to cross the rivers beyond that.





CHAPTER 10

RANGE AT 15-MILE

HERE WE HAVE the reliably maintained road to the farthest place out the highway throughout winter, to the dump. There is a back way to get up closer to the mountain if there is basically no snow on the roads, but we're going to assume there's more snow than that.

If not, the second road leading left past the dump road off the highway leads back through tight trees and over creeks that will require a good 4-wheel drive. But it would be hard to explain how to get to the right spot that way. Old logging roads are a bit of a brushed-in maze many times.

This range gets the least amount of snow in the area, but can be a fun adventure still.



Mtn. Range at 15-Mile

<https://youtu.be/QBDJYIuLFlo>

Parking outside of the chain-gate to the dump, there's a side overgrown road that you can no longer drive down opposite the biggest pull out area on the road's corner.

Follow that through the sagging alder branches and take the right on the logging road at the bottom of the slight hill. If trees are down it's only along side the dump open area, dodge left into the trees and you'll find little difficulty paralleling the road for that bit.

Follow this road until you can cut in to where a low tree'd ridge comes down connecting the main mountain ridge to the clearcut. There's a meadow shelf that can be seen to be above an initial ascent through some forest on the looker's left side of where the tree'd ridge actually meets the opening. This will be impossible to see in the dark and difficult without prior knowledge of the area.

If you get to the right entry point, there is a maintained cut land boundary that makes a hallway to follow into the woods at the base of the incline (it can be seen at the end of the Tower Of Babel video). Climb basically fall-line to 1-o'clock to gain the first level of open meadow.

Follow that meadow hard right up to its farthest upper left-hand corner.

Duck into the woods and maintain a course 2-o'clock from fall-line to wrap around back to general fall-line and up onto and over the lower ridge nose, following the path around and, although fall-line to the overall upper ridge goal, down a minor descent into the woods on the other side of the nose to redirection to 11-o'clock along the base of the nose onto the new aspect forest floor that will generally be increasing to fall-line.

Make your way left and up until you must skirt around the left side of a steep but short clustered cliff. There is just enough of a path to climb up and around it.

Wrap up and right around that cliff maintaining fall-line/right until an obvious leveling off takes you farther right under the steep uninviting cliffs.

There is a natural path that leads up right and around the corner of the steep area where it can be found to turn left and climb steeply up a small tree'd face.

Immediately dodge right into the trees at the top of that steep face and veer to 2-o'clock to gain another steep climb that's best wrapping around from right to left up onto the less steep area just below the ridge.

Veer right/up to gain the ridge and you're on the main lower level ridge that connects to the biggest little mountain in our area that I call The Tower of Babel. It's got the biggest/steepest cliffs around off its south side! I've seen goats there more times than not.



The Tower Of Babel

<https://youtu.be/bJMW0X37IvE>

Follow the ridge down and back up again aiming to be on the backside (N) of the ridge to wrap around steadily in order to work your way through potentially difficult and concerning small cliffs and tight trees. There are ways through you just have to follow the best ways you can find. The ridge proper is pretty fraught with steep cliffs and super tight trees that I've found best avoided.

Once you get up out of the trees you're home free and can see exactly where to go.

The Tower of Babel doesn't offer too much for freeriding and is quite a bit lower than gaining the range behind it.

You're in mountain goat territory now. Remember, the bigger the cliffs the more likely there are mountain goats!

I suggest traversing over and around, under the big upper cliffs of The Tower of Babel on the N side, looking to cross over to the mountain behind it. I call that main/highest mountain on the range, Cornerstone Peak.

Though if you want a side adventure, after coming out of the trees, climb up immediately to the key access point to the start of The Tower of Babel peak ridge and follow it to the far end on the edge of the tall cliffs

overlooking the delta before strapping in and riding down the N side toward the climb of the peak behind.

There are usually breathtaking experiences there with eagles and ravens! It should take considerably less than an hour for the detour.

On to Cornerstone Peak at 2745ft/837m.

It's a short climb to wrap around under the left side of the lower rock ridge saddle that leads up to the peak. Get up on that little ridge just below the main S facing face where it should be the obvious access point.

There is a lower steep section to make on this S face and if it is too hard to gain traction it might not get better on the upper face and therefore be worth while dropping down and around skirting under that peak entirely until an obvious way onto the main range is accessible.

Otherwise, the S face wasn't bad when I climbed it, though I know it has the potential to be terribly sun and wind affected. It is long and steep and exposed so don't even try it if you aren't prepared with Verts or crampons.

Once on this range, time will probably be running out to get a good line in and escape. There are options though.

The chute off of the W side of Cornerstone Peak is where I dropped and then wrapped left riding down close to where it's only a short hike to get back up to where you can drop in and ride back to your traverse track under The Tower of Babel (N side). If you came by way of the Tower Of Babel Peak ridge, you will easily see where the lower traverse line is.



Cornerstone Peak

<https://youtu.be/eFHMcGRgeFo>

There is a secret epic chute off of the E side of Cornerstone Peak that remains unriden at the time of this writing. The E ridge leads down to the chute and the access point may be difficult with rocks and harder, sun/wind affected snow.

And if you take this chute you end up with a whole different way out. A maze of meadows leads back to the main highway over probably close to several miles, which is after navigating a creek valley and some thick tree'd sections. Probably should not be attempted unless sure of the route and with a ride set-up. There is a trail there but basically you need go S to hit the road.

Similarly, it's possible to ride down the ridge E/NE to another peak that will also take you out that long way, but this is a long day for most.



7 Peaks 1 Pack

<https://youtu.be/orjjfGh18IE>

Beyond that mountain is a small zone of short, steep peaks I've not ridden but is totally doable. It's just a bit more work for less riding and I don't go where there's no cell service. But they are all first-descents I'm sure. You'd want to access all that from either the meadows I mentioned as an exit or else the next Forest Service trail out the road.

Otherwise the main ridge N of Cornerstone Peak leads to potential on the NE side that would require knowledge of how to get around the N end of the range and onto the backwoods road that leads back out to the road you first walked down from your truck, though that is really long also and only a few would be up for that.

And lastly, it looks possible with a good low snow base to make a line down the N face. The top (2597ft/182m) has an epic ramp with keyhole to the mid-mountain along that ridge, but the terrain turns to fairly vertical cliffs that may be rideable if you know where you're going or you're French! The fall-line slight ridge is most safe and there are trees there, but I wouldn't even try it unless there was good snow cover down low.

If you have the gumption to make it into these far N/NE zones, you will have surpassed my experiences at the time of writing this. The area beyond that to the N is exceptionally awe inspiring with the gnarliest mountain face of steep clustered cliffs and epicly theoretical crazy chutes and lines that I flew with my quad but will never ride personally.



My Favorite Mountain! (Low Snow)

<https://youtu.be/H6AsPSyV5ng>

As a Christian, my entire being has been rehabilitated to Jehovah Almighty for His Kingdom purposes. Elohim does not want His children, or anyone, to be putting their lives in extreme danger and risk of death over pursuit of a good time.

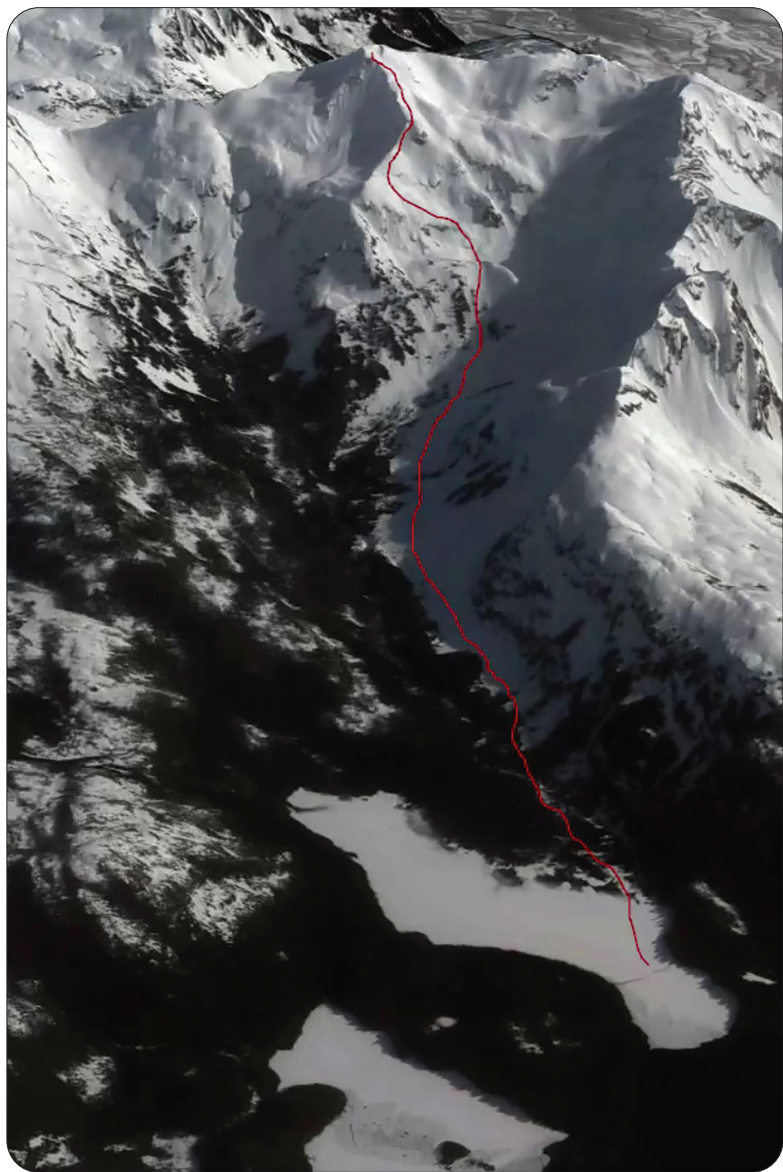
People think that if you die doing what you love then you've won the game. Unfortunately it's not that simple and easy. No matter what you're doing when you die, if you haven't recognized the reality of Who God is through Yeshua the Messiah Who suffered a horrific death sacrificing Himself so that you could be redeemed by repenting of your sins and believing His Word, the Holy Bible, and following Christ wholeheartedly unto that death, then you are doomed to suffer the consequences of rejecting that freely offered Salvation and will pay for your transgressions of God's Laws with your eternity.

Towing in camping gear on sleds down the road that's at the base of the W side of this range and taking it around into the valley behind or maybe up on the mid-mountain lake on the NE side of this range would be an all-time experience!

Though with good low snow the alders will likely be sagged over the access road pretty bad, and if it hasn't been cold and dry the access logging road will have water crossings and a large area of standing water that could make it impossible without maybe a four-wheeler.

I can't camp. I have vascular disorders in my hands (Raynaud's) and feet (Chilblains) and run heated gloves and use heat packs in my boots. I don't think I could feasibly pack in a big enough portable battery bank with batteries enough to maintain my fingers for more than a day or two.

I don't believe anyone has ever ridden any of the mountains and zones in this chapter beside my two lines.





CHAPTER 11

MORE DIFFICULT ZONES

BACK TO A generally mandatory lake crossing to access a couple of zones that are very difficult to reach and return. I've actually crossed the lake by boat, snowmobile, foot, ice skates, and by truck! (I've even gone sixty miles-per-hour on the ice ... backwards!!)

On one scouting mission in this area, I had to tromp through 5-6 inches of water saturated snow slush. I realized that the access tools I needed for that situation are some sheet-rock stilts with spikes on the bottom!

I spent several days seeking and thinning out a way through the lowland foliage and creeks, the initial thick trees, and the extremely difficult alders and devil's club that grow like crazy in the open sunlight on the hillside above the forest.

On an extremely bad snow year I went out there to scout this and ended up just using the bear trails to get through the thick brush! There are a lot of bear paths in that area for, as my friend who knows once said, "That's where they live."

And I should have spent another day finishing a way through the upper insessant death brush because it was maddening trying to get through with my pole baskets catching on everything.

I couldn't possibly explain the path up here and I've basically determined that I would never go up there again that way unless there's ten feet of base (which has happened!).

But this zone is pretty cool and even though the only time I made it to the far peak (3052ft/930m) that's beyond and on the same ridge as Brown Mountain, the weather was coming in fast and I was freaking out running out of time, especially after I slid back down 100ft/30m while trying to crest the upper ridge.

Fortunately I was able to ride The Neverending Gully in perfect pow'! This feature can be seen from town and is the longest gully I've ridden for sure.



Middle Earth

https://youtu.be/ukID_htHYGs

Riding a gully line is like surfing a right & a left at the same time: snowboarding wins!

But by the time I got back to my boat that day it was raining pretty good. And there's only been one or two other groups that I know of that've been out to ride that area years ago.

This is a good example of the difficulty of access here. If you want to come to ride here you should be someone who can deal with all that. Fortunately for me, no one is ever around to hear me griping and complaining like a spoiled 2-year-old out there!

While finalizing this book, I managed to make a tour from the highway below the King's Cathedral up and over Brownny Mtn., down and up to the main peak of Middle Earth, down and up Oh Man Don't Falls peak and down and out the lake road. It was approximately 6 miles/9.5km over 4 mountains and took 11 hours. And it is probably my farewell tour as I also made a deal on a Timbersled snow bike kit.



Alps Wannabe Tour!

<https://youtu.be/Pyz0H4aF0wA>



FPV Long Range | Snowboard | Snow Bike | Snow Mo'

<https://youtu.be/AJMT7c0ipCQ>

This I call Oh Man Don't Falls because it is utterly windloaded with nothing but convex rollers and rollovers that are exposed above 1000ft/305m of seriously steep terrain. There are several ways through and it just requires decent low snow or considerable dry weather to be able to cross the river at the bottom in order to get up to the road that ends near our hydro-electric power plant.



Oh Man Don't Falls

<https://youtu.be/n57dz8zDCV4>

There are other routes up to the Oh Man Don't Falls zone. I made it to the mid-mountain ridge from a totally long way that was my longest outing at thirteen hours of hiking deep powder and riding very little – but they were some of the best turns of that season! Three feet of pow' left a track twice as wide as my snowboard!!

The Wild Alaskan is responsible for finding another alternate route. Actually, I have a route that's more direct than that but it involves a couple monkey scrambles up steep/tight tree'd terrain; but, the Wild Alaskan's "trail" has proven sufficient for his snowbike and it cuts up from the lake to connect a series of small meadow openings that eventually gain the lower mountain ridge with a tight tree'd ridge traverse that's pretty impressive!

This gains the more open terrain that can easily be navigated up to the Oh Man Don't Falls mid-mountain ridge or the bowl that leads to the steep S face below the peak. This approach is safer and probably easier than a more direct route up from the river if there has been significant fresh snow.

This peak is also just the beginning of an epic valley I call The Valley of the Giants. The mountains aren't that much taller than others here, but the terrain is steep and loaded and much bigger in their requirements to attain. Along with full steep runs peak to valley and much more avalanche risk.



The Valley of the Giants

<https://youtu.be/z6msKPALwPM>

Only a few riders have even barely scratched the surface of this area.



Valley of the Giants

https://youtu.be/wFM_2d0cvp8

During the publishing of this book I took a direct route up from the valley requiring the river crossing and because of lower fresh snow on a solid surface was able to reach the peak within four hours.

This was my tenth first-descent and I ended up having to make a loop back to my truck by hiking out on the electric company's access road and a half-mile back to my truck.



Oh Man Don't Falls ~ 1st Descent!

https://youtu.be/c7TE4_m0hJE

I then did another first-descent just down the ridge and later went for the next main peak further down but had to turn back for safety concerns with snow stability. It was disappointing but gave me a good opportunity to show more of the access adventure process.



Safety Day

<https://youtu.be/Jphx391mh-k>

There is a Forest Service trail along the W edge of this valley and river but would be difficult with good snow unless it was dry enough to actually cross the river easily in places. The river is rarely able to be crossed normally without special boots or bags.

There is even a Forest Service cabin at the end of the three mile trail up the valley but you have to carry fuel out there for heat. I actually set that up one fall and when I went there someone had used my fuel, despite my note to have respect and only use the fuel you bring.

But most people that go out there bring alcohol and really won't care after that.

But there are some remote possibilities out there for epic riding. I like the idea of flying in on a plane with fuel and everything to camp. Landing with skis on the riverbed should be doable. Cell service works off and on with a cell booster. From the mountain top it should work.

Beyond this, the same trail branches off, one-third of the way out to the cabin, up another direction W to a ridge that connects some miles down from the frozen lake and local peak we discussed in the first chapter. But that's too far either way.



Flying FREE

<https://youtu.be/pKxQg9tNdZE>

But I have ridden one of the mountains at the N end of that ridge from the secondary branch trail. It was a long trip but I didn't have a splitboard then, and I was carrying two drones. There is a bowl with very appealing peaks around it beyond the first most accessible mountain I rode, but it would require camping or a really efficient day and conditions.



El Roi ~ 1st Descent

<https://youtu.be/N-MIJs25Odc>

Only one local father/son duo of ski mountaineers has ridden once out there years ago.

There is a great place to camp on the ridge there with a large flat and small frozen lake. A local helicopter drop would be ideal for that situation.

Other big ideas out that valley involve what only a helicopter could do. Lord willing, perhaps The Valley of Giants will be ridden more one day!

There is a heli-ski company here that operates far north of any foot powered terrain.



Coastal Mountain from P.N.H.

https://youtu.be/vZcpNemgb_w

Speaking of helicopters, there are many other possibilities beyond the scope of our feet included herein. A light sport trike on skis would also be ideal. I had one twenty years ago and I started the sport I call flyriding.

FLYRIDING IS HERE

After riding helicopters for years, Andy Johnson has found another way. Johnson's ultralight flies in a motorized hang glider, not a helicopter. It goes to similar places. He's flown to over 100. Some are located on peaks near Valdez. One summer trip, he flew 60 miles out to Thompson Island on Prince William Sound with his ultralight. One month south of the Pacific and then flew back to Cordova, Alaska.

It's no A-10s, but then Johnson's two-person ultralight can fly 100,000, not 10 million. Training costs are in the hundreds, not tens of thousands. Operating costs are under \$10 an hour, not \$1,200 an hour. The ultralight flies using a modified, two-cycle, snowmobile engine and runs on a 50/1, unleaded gas/oil mix. It has a top speed of 75 mph, cruises at 50 and can takeoff and land in a 100-foot space. Take-off landings require even less room since the pilot's accessory struts tend to sink in, slowing it down.

The open-cockpit ultralights are safer than they look. A COC-activated parachute can bring the pilot, passenger, and glider down in an emergency, but engine failure is less serious than in copters or planes. "You're in a motorized hang glider," explains Johnson. "If you lose the engine, you're still in a glider. In fact, Johnson often turns off the engine to enjoy long, quiet glides. Landing is usually done with the engine at 0."

Johnson is best known for circling in the main's amateur division of the 100 MI. Barber Bowler Series and the 100 Mile Day of the 17 New Zealand, Flip Out Hill Challenge. He's sponsored by Sitka, Inc., Bert Merit, Gra boots, Duffins, and Influence clothing. He grew up in Cordova, flying with his friend, the late Ted Copeland. Johnson, Copeland, and another area friend, Scott Stammen, all appeared in the video "The Brothers" and all worked season fishing off Alaska each summer.

**By John Erben
Photos by Victoria Hays**

Last year Johnson sold his boat and became an ultralight instructor. Learning to land is general. Over with conventional planes," says Johnson. "It was 100 hours and was about what you'd do. It's kind of like a dirt bike in the air."

"In aviation history, there's never been anything like ultralights," says Mike Jacobson, who owns Arctic Aviators Aircraft, sells ultralight kits, and makes custom landing sites. While they lack speed, ultralights have many characteristics of high performance aircraft, without the expense of the technology to build. In '94, Jacobson flew an ultralight kite over the summit of Mount McKinley (20,320 feet), and the engine and glider sank eight miles back to base camp.

While Johnson could shuttle a rider on mountains for runs that may someday be legal under the FAA's proposed "Sport Pilot" regulations, two-person ultralights are currently for instructional use only. Johnson can transport students, but not passengers. Nonetheless, ultralight pilots can reach some interesting places and have the thrill of flying precision.

Johnson's flying is showcased in the new video "The Convention."

**contact: www.usa.com
flyriding.com (Andy Johnson)
Usa.org (United States Ultralight Association)
Andreas@america.com (Andreas Sperber)
Dundee@aol.com (The Convention)**

1. Photo: Johnson's hang glider. 2. Photo: Johnson's ultralight. 3. Photo: Johnson's ultralight. 4. Photo: Johnson's ultralight.

72 SNOWBOARDER

Snowboarder Magazine article

Instead of heli-skiing: flyriding. Taking turns, one person flies and the other rides. I did this in the famous Thompson Pass as well as here. I've flown out fifty miles in a loop that far surpasses what I've discussed here. Once you have the machine, 15 gallons of gas will get you well over a 100mi/161km!!

As much as I love a backcountry adventure, I've never been big on all the actual work involved. I'm not an "it's all about the journey"

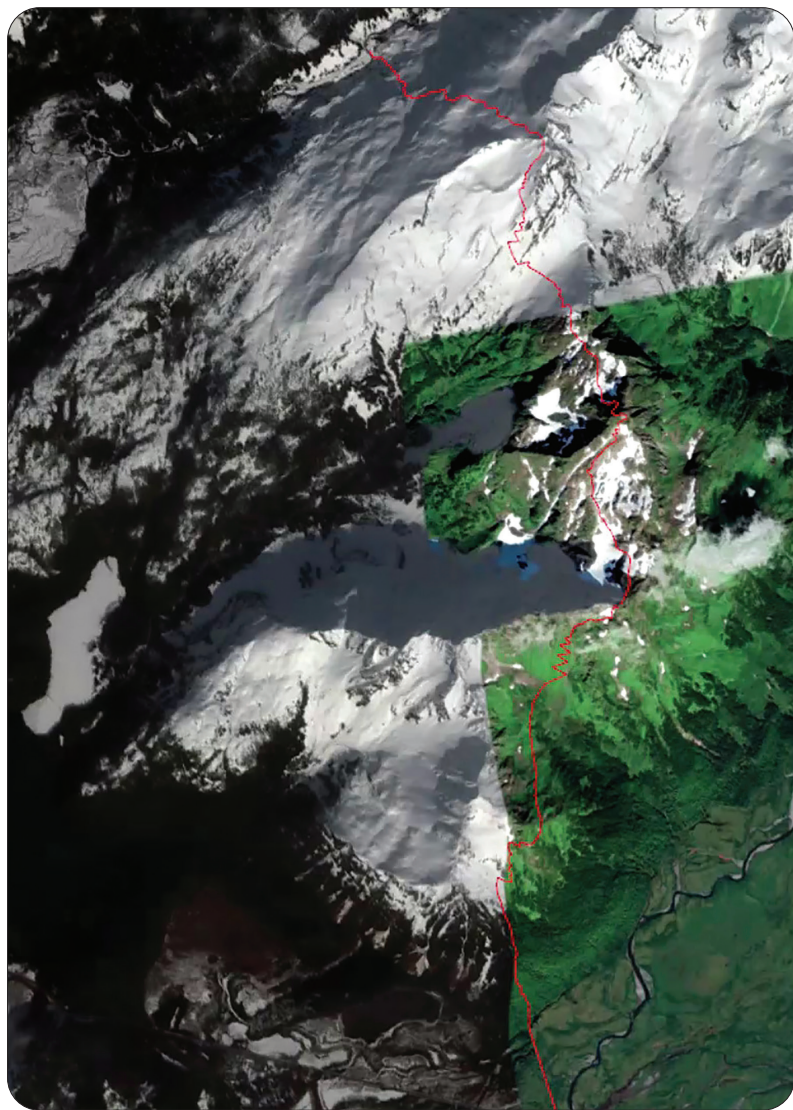


Hangar of trikes!

kind of guy, I believe the journey has great value, but I go on the journey to reach the destination, and my destination has always been riding powder. That's why I was content riding mostly inbounds at Mt. Baker for a decade!

Of course, the ultimate destination that defines the journey is Yehovah's Kingdom of Heaven!

Unfortunately for me, trikes have more than doubled in price since I had mine. However, if it be Yehovah's will, I will fly again. If not, I will serve Him with a whole heart and eventually fly into His loving arms in the end, which will far surpass anything we have experienced or can dream of here!





EPILOGUE

SO I HOPE you've enjoyed a deep look into what the backcountry has to offer here in remote coastal Alaska. I'd like to end by sharing some personal experiences that have literally made all of these adventures and videos possible.

Since being born-again in Christ, I've learned that life is predicated on prayer. When I wake up with Yehovah and put Him first to start the day He blesses that day exceedingly. When I'm going on an adventure I always try to get my two hours of prayer in before getting out of bed. When I do that, it's amazing, He is always faithful to reward me with His Grace that can actually be felt! That means that you slice through the day with a cohesive flow that comes from beyond yourself.

Many of these backcountry adventures are like miracles that everything actually works out for it to even happen. Whether it's weather, strength, body temperature issues, snow conditions, whatever, it seems like Yehovah likes us to walk in faith not knowing how, or if, things will work out. Like the Israelites in the wilderness: day by day, moment by moment, with all eyes and ears on God watching for His lead!

Several times I've been exhausted far below my goal and I've found myself just trudging on with renewed energy from I really don't know where, only to make the top just fine with plenty of energy to ride strong. And I know people can get a second wind, but I *know* my strength is often given from above. I'm half a decade away from seeing a half century of life now.

We get so much marginal weather here that I've gone out on total gambles that the weather would be good enough to ride and film. I've stopped mid-mountain and prayed to God that I would just turn around and go back if it were His will because it looked so hopeless (My life verse: "Acknowledge Him in all your ways and He will direct your paths." Proverbs 3:6). I've stood there and waited and prayed and waited and not felt any answer, then I ended up just pressing on and it all managed to work out in the end.



Planet Hoth

<https://youtu.be/qCvhJGYyhHI>

God works subtly, His Holy Spirit speaks quietly, and we have to be able to be still and focused mentally and emotionally in order to hear the Spirit and not be always operating in physical-mindedness – similar to that hyper-vigilant focus I mentioned when exposed on a mountain.

Our physical being actually wars against the Spirit and the Spirit against the physical nature (Galatians 5:17). Whereas, the world operating apart from God is id driven and only perpetuates fleshly distractions that make spiritual understanding harder to attain.

I've hiked in total cloud-out blindness only to reach the mountaintop to wait and pray. Then the top surface of the clouds came into clear view as far as the eye could see as it dropped just below the mountaintop ridge where I was able to ride in pure sunshine! The only one in town to see the sun that day!



Riding Above The Clouds!

<https://youtu.be/ez1zGgFqFjI>

I've stood on the mountain top multiple times praying for the clouds to lift in order to get light to ride and film my videos for the Kingdom, and the only time I can



remember that the clouds didn't lift, I ended up back up there the next day with perfect sunshine!

Yehovah God blesses those who are using their passions and abilities – their lives – for His glory and not their own because He enables those who live for Him committed in all they do and He deserves the glory for that.

He exalts those who humble themselves and He will humble those who exalt themselves (Matthew 23:12). That is why self-pride doesn't go in the backcountry (just ask Jeremy Jones) as it should not go anywhere in this world. God gives grace to the humble but He opposes the proud (James 4:6).

Yehovah rewards those who diligently seek him (Hebrews 11:6) and He draws near to those who draw near to Him (James 4:8). These are life verses, for there is nothing better than Yehovah's presence and His rewards.

He knows exactly what you want and if it is good and whether or not you know its rightful place under His authority. He blesses those who seek Him, not just His rewards.

Yehovah Almighty actually rewarded me with one of the most important blessings that has made most of what I do even possible. He gave me a miraculous healing of a decade long chronic back/neck injury that had been progressing and was beginning to inhibit my work significantly as well as getting me discouraged about my big mountain aspirations.

It was actually the very night I finished researching elements of the Torah and committed to keeping His Biblical Feast Days as well as keeping to His clean/unclean food laws given in the Tanakh.

That very night in bed I felt a warm glow come over my neck and I knew I had been healed. I was able to lay on my stomach with my chin up straight for quite a while, whereas before I couldn't do that for more than a few minutes without it becoming painful.

Then the next day I put it to the test and went running, which always aggravated it, and I worked hard on a siding job where I had to cut tin by hand which normally killed my neck. I made it the whole day feeling good and went to bed feeling better in my neck than I had for a long time!

Then the next day, on the Sabbath, sitting in my chair, I felt something shift in my back in Power and I knew I had been healed there as well!

Those injuries were one-in-the-same from over a decade prior when I was hiking up The Ridge, hungover, pushing too hard using my board like a cane with only my right arm for too long. Something snapped in my upper right back and it immediately went up into the right side of my neck. It was so bad I had to just go straight down.

I had tried massage and the chiropractor. I ended up seeing the local doctor as well as travelling to Anchorage to see a specialist and got Prolo therapy, but nothing relieved it or stopped its progression.

My Grandpa had told me long before that when your back goes out you're never the same. But he didn't know the power of God and I've been blessed to become proof that all things are possible with Him.

After the healings I was walking up the ski hill trail in summer and I thought about how I had seen a wookiee jogging on the trail and how I missed that because I used to run the trail often. I felt a still, small voice in my spirit say, "Go ahead," as I looked up the trail. I realized God was giving me the go-ahead so I took off and jogged the entire way *up* to the top of the hill!

I never missed work again from my neck going out after that. It used to be that the smallest thing could set it off and then I'd have the harsh kink in the neck and couldn't turn my head without pain for two weeks. In fact, that time off of work from the neck-out issue is what really contributed to getting my first book done. I'm so glad I don't need that kind of help with this book!



I believe in my spirit that those two oh so valuable healings were ultimately witnesses to my theological decisions and two commitments to follow more

deeply Yehovah's Torah Commands. I believe the dispensationalism of modern Evangelicalism is a great error. And after years of growing in Torah, I've only become more convicted of its remaining Yehovah and Yeshua's will. (Joshua 1:8, 1st John 5:3, 1st Timothy 6:14, Matthew 19:17, Revelation 14:12 & 22:14, John 14:5 & 21, James 1:22, etc.)

And so finally, even though I had been healed to a great degree, the deep core of the issue somehow remained and I still had easier fatigue in my neck than if it were perfect.

Then one day while doing janitorial work at a local office where I would turn on the TV to watch different Christian programming while I worked, I had on CBN, the Christian Broadcasting Network, and the middle-aged guy named Gordon from the 700 Club was going to do the thing where he prays for people that he supposedly gets supernatural words from God about for their health issues through the TV.

He instructed everyone to put their hand on their issue and I did because ... well, why not! I know all things are possible with God who strengthens us (Philippians 4:13). The first thing he says is, "Alright, someone's got a pinch nerve in your neck. It's affecting your right side and you've got shooting pains in the shoulder and neck, and God's just released all of that and you're healed." Then he promptly moved on.



CBN Healing Prayer

<https://youtu.be/Tdm1eHctzDQ>

I immediately felt like the issue was gone, and it made perfect sense that it had been a pinched nerve!

I felt back to normal health and my chronic issue was gone. This all made it possible for me to go out and do these strenuous hikes that I love so much. I later went and found the program and downloaded it for keepsake!

I think about it often. Not only have I been healed by God, but I've been healed three times and the last time was through a TV show that I don't even think was live! I don't know, maybe it was. But I certainly don't criticize those seemingly impossible scenarios over the TV anymore! Thank You, Father.

I can only imagine how many miracles He's doing on a daily basis that I know nothing about.

And really the biggest miracle that Yehovah has done in my life is to bring me to repentance of my sins and to see my need to put my faith in Yeshua the Messiah Who died on the Cross as a sacrifice so that I may be redeemed.



It's this process of being born-again spiritually that has enabled God's blessings to even be able to do the backcountry adventures I love because, first and foremost, it serves His higher purposes. And He rewards those who diligently seek Him (Hebrews 11:6). And He loves His children.

Being transformed into a renewed Creation by the Power of the Holy Spirit is what has enabled, not only my body, but my mind to grow in knowledge and understanding of Y'ah's Kingdom and the world He Created.

It's the open eyes to see and ears to hear (Matthew 13:5, Isaiah 6:10, Jeremiah 5:21, Ezekiel 12:2, Acts 28:27, Roman's 11:8) that is spoken of throughout Scripture.

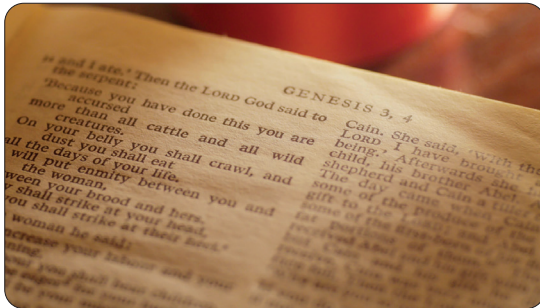
Fear of Yehovah is the beginning of wisdom (Psalms 111:10, Proverbs 1:7 & 9:10). That means that until you recognize Yehovah for Who He is and for the power He holds and for the role He serves, you do not have the respectful fear of the proper ultimate authority Who even Created you, and until you do your spiritual understanding is lost and needs to be redeemed.

It's a whole new world when the veil of darkness is removed from your eyes and you See and come to the Light, because it's that Light that Lights the world (John 8:12).

“I am The Way, The Truth, and The Life” says God incarnate (John 14:6), Yeshua Messiah. That means that He is truly the only Way of proper righteousness, the only literal Truth that is absolute and objective, and He is the pure Life that is Holy and proper for mankind to Live in.

So I was enabled physically, but not until after I was enabled spiritually and mentally. The mental and the spiritual work together for it is your mind that is your soul. And though it is your intellect that must consider the Truths of God and His Word, the Holy Bible, you must recognize Him in your spirit.

Have you read the Holy Bible? It is what Y'ah has given us in physical writing so that we may learn of His instructions, of Who He is, of who we are, and why the world is as it is and what needs to be done about it.



This stuff takes time, it is a process. Like a beautiful Oak tree, it requires persistent water, light, and nutrients

to grow big and strong. And in God's time it can stand strong in its True purpose that it was made for.



May you find Yehovah through Yeshua, and with Him, your Strength, Wisdom and True Purpose. The Truth may hurt at first, but only the Truth can set you free (John 8:32). No one comes to the Father but by Yeshua Messiah (John 4:16).

Knowledge is power, and many people perish for lack of knowledge (Hosea 4:6); and, Elohim is not willing that any should perish (2 Peter 3:9).

And that issue of perishing in your sins is simply because all have fallen short of the glory of God (Romans 3:23), which is why all men everywhere need to repent (Acts 17:30) of their sins in order to be saved.

Judgment Day comes to all of us with the arrival of an unpredictable death. Yehovah and Yeshua have made this very clear: you must realize you've broken Their perfect, holy, and just laws, and that you will either have to pay the penalty for that or you can accept the ultimate grace of God's Sacrifice on the Cross to pay that penalty for you.


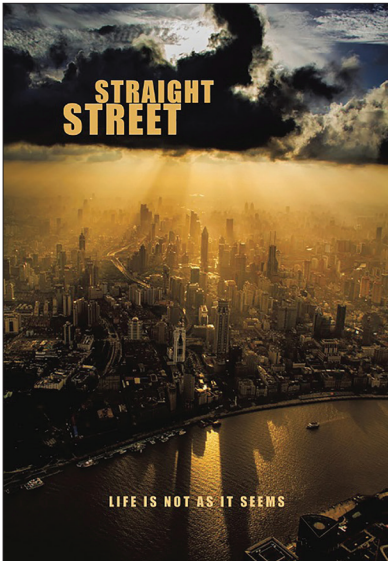
These are the only two options regarding Judgment and Salvation. Face God as a guilty sinner with no way out on Judgment Day or face Him in the appropriation of His Word that Yeshua Messiah sacrificed Himself for you to then be born-again by following Him with your whole heart and life.

So repent and believe the Good News (Mark 1:15). Yeshua Messiah died for you... so that you might Live (2nd Corinthians 5:15, 1st Thessalonians 5:10); and so that you can have a proper relationship together.

That is the Gospel Truth!




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I was born and raised in Cordova, Alaska, and was a commercial fisherman and semi-pro snowboarder before being called to become a fisher of men at age 31. My zeal for action sports has been combined with an infinitely greater zeal for God, both in this book and in my Christian snowboard videos at faithandaction.net.



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