Denali National Park and Preserve
Fly-in Recreation Visitor Study

Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and other glaciers south of Mt McKinley

Final Report

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Executive Summary

This study provides information to: 1) assist park managers in understanding the factors influencing visitor experiences, and 2) support selection of management actions that reduce user conflicts and improve visitor experiences in Denali National Park & Preserve high use backcountry glacier areas.

The Denali National Park and Preserve planning team developed the following objectives to guide this study. The study design, analysis, and reporting of results were developed around these objectives.

1. Identify factors that influence visitor experiences and contribute to conflicts in the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, and Eldridge Glacier.
2. Describe the characteristics of visitors (including their motivations for trips) to the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, and Eldridge Glacier.
3. Assess the importance of various aspects of the experience in the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and in the airspace over these areas of the park.
4. Assess impact levels and tolerances for those levels.
5. Assess visitors' encounters with scenic passengers, air tour passengers, climbers, park staff, and aircraft, and determine the impact of these encounters on the quality of their experience.
6. Describe opinions towards various management strategies that might be used to address impacts.

This research focused on two subpopulations of visitors to the study area: 1) multi-day backcountry users on trips by air taxi from Talkeetna, and 2) day-use sightseers (*flightseers*) out of Talkeetna on air tours of the glacier backcountry. The study used both qualitative and quantitative research methods to address the six objectives. Qualitative interviews were conducted to primarily address objectives one and three, and quantitative questionnaires were used to address objectives two, four, five and six. As there are considerable overlaps between specific objective information needs and between the various data sources, the analysis of results is approached comprehensively, utilizing the strengths of each data source to provide insight to each study objective. The study area includes the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and other glacier backcountry areas to the south of Mt McKinley in the Park's new addition. The study area also includes the climbing routes and the peaks originating in the glacier areas. Approximately 90 percent of the access to these areas originates from the Talkeetna airport. A supplemental study involved interviews of pilots and air taxi operators and owners based in Talkeetna, AK to gain their perceptions on some important issues.

The pilots can tell you that they see people from all over the world, and for many of their customers this trip is a once in a lifetime adventure. Our survey of day users tells us that over half of them also took a tour bus into the Park on this visit, over half of them stopped at the Park

Visitor Center, and about sixteen percent listened to interpretive presentations in the Park. Multi-day visitors, however, reported only about three percent taking a bus tour, three percent listening to an interpretive presentation, and 18 percent stopping at the Park Visitor Center. As expected, however, most did stop at the Talkeetna Ranger Station, where only about one-fourth of day users visited.

Pilots felt that day users tend to be from the U.S. and less likely to be repeat visitors than the multi-day users. Day user respondents to the survey were divided pretty evenly between male and female visitors, though 88 percent of multi-day visitors were male. The median age of day users was 51; it was 36 for the multi-day users. A high proportion of both groups held college degrees and median incomes were in the range of $60,000-$80,000 for multi-day users and $80,000-$100,000 for day users. While 57 percent of the multi-day users were on their first trip to Denali, 86 percent of day users had not visited Denali previously.

A set of motivation items adapted from previous research on climbers at Denali, suggested in this study that the multi-day visitors were focusing their visits on self discovery in a natural environment, the climbing experience itself, and their accomplishments on the trip. Day users were more likely to experience nature through the scenery and seeing new landscapes, feel like they were being a bit adventuresome in trying out something new (evidence of personal growth), and express their personal values by taking the flight and visiting the backcountry glaciers of the Park.

About 30 percent of the day users indicated that the number of planes on the glacier did not matter to them when they were on the glaciers, and just under half said that the number of planes passing overhead did not matter to them. Almost half indicated that the number of large flightseeing groups on the glacier did not matter to them, or the size of their own group. About 60 percent of the day users indicated that they had not upper tolerance limit for the number of climbers they saw while on the glacier, and over 70 percent indicated they had not tolerance limit for seeing climbers away from the landing. At the same time, less than five percent said that the amount of encounters detracted from their experience, though over 20 percent thought the number of climbers encountered improved their experiences. The sounds of aircraft taking off slightly detracted from the experiences of 10 percent of day users, while the sounds of aircraft overhead detracted from seven percent. The level of cleanliness improved experiences for 70 percent and the flight service provider was evaluated as positive by 90 percent of the day users.

Multi-day users focused even more on large groups. About two-thirds of them expressed an upper tolerance limit the number of large groups of climbers and skiers they saw, and almost as many expressed an upper tolerance limit for the number of skiers and climbers they encounter away from the landing area, whether they are in large groups or not. Also important (for 61 percent) was the number of groups camped close to them when away from the landing area. About half provided an estimate of their tolerance limit for having groups close to them at the landing area. About half of the multi-day users said the number of planes passing overhead did not matter, and about 60 percent said the number of flightseers and planes at the land area did not matter.

About 29 percent of multi-day users felt that other climbing groups had a negative influence on the experience - about the same number who felt that the number of aircraft passing overhead had a negative influence on them. About one-fifth thought the number of people camped by them, either away from the landing area or at the landing area, had a negative influence on their experience. Less than half reported having negative aspects of the experience attributable to the numbers of climbers or flightseers they saw at the base camp landing area. The flight service providers tended to have a positive influence on their experiences for 84 percent of them, 77 percent felt the members of their group improved their visit, and around two-thirds tended to evaluate interaction with management as a positive aspect of their experience.

Some good baseline information was provided by the visitors about the conditions they encountered. For instance, on the days of least air traffic, multi-day users reported that 90 percent of them saw three or fewer planes on the glacier. On the busiest day, about the same percentage recalled seeing up to 15 planes on the glacier. On the busiest day, multi-day users recalled seeing as many as 25 planes overhead.

Forty-two percent of the day users said they would support use limits that held use at the current level. Among multi-day users, most supported the current 60-day registration period, with only about 13 percent opposed to it. Similarly, most respondents supported a registration fee. Twenty percent said the current $150 fee is the right amount, 16 percent said $100 would be appropriate, and 11 percent said they would support a higher fee of $200. Their response to limitations on use and for holding at the current level nearly mirrored that of the day users; however, about 11 percent supported limits below the current level. Forty-seven percent of the multi-day users supported limiting people in general, and 42 percent supported limiting flightseer landings.

This report provides new knowledge on a variety of topics. In addressing the objectives established for this research, we increased our understanding of not only who the visitors are but who the pilots are that provide access to the backcountry glaciers for both day users (flightseers) and multi-day users (skiers and climbers). We also learned a great deal about the experiences day users and multi-day users receive while in the backcountry, as well as greater understanding of the things that influence those experiences. Through this research we are also better able to understand how people respond to some specific things we expect them to encounter in the backcountry, and their reaction to some possible management actions to address human impacts there.

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Background

The Ruth Amphitheater, Kahiltna Base Camp, and the Pika, Buckskin, and Eldridge Glaciers have exceptional scenic value, have become world renowned climbing destinations, and are the primary destination for air taxis and scenic airplane tours in Denali National Park and Preserve. Use in these areas has grown dramatically. For example, scenic landings in the Ruth Amphitheater increased from 220 in 1991 to 1,800 in 2001. The number of climbers on Mount McKinley has doubled in the last 20 years: there were 659 attempts on Mount McKinley in 1980 and over 1,300 in 2001. The National Park Service is responsible for managing this Federal Conservation System Unit under the Alaska National Interest Lands Conservation Act, the National Park Service Organic Act and other relevant federal guidelines (Hall & Tranel, 2005a). These backcountry areas provide opportunities for use and enjoyment by a variety of visitors, particularly for mountaineering, mountain climbing, and other wilderness recreational opportunities. The National Park Service is charged with protection of a wide range of values in these areas including those attached to tangible resources like natural and historic objects and wildlife, and intangible resources like inspiration and opportunities for challenge and self-reliance (Hall & Tranel, 2005b).

Park staff and visitors to these backcountry areas have expressed concerns in the past about safety, quality of visitor experiences, and aircraft impacts to natural sounds and wilderness character (Denali NP, 2003). The upcoming revision to the Draft Backcountry Management Plan (BMP) is expected to focus on a broad variety of management tools to enhance visitor experiences and minimize resource impacts as options to be considered before imposing visitor use limitations based on visitor capacity estimates. This study provides information to: 1) assist park managers in understanding the factors influencing visitor experiences, and 2) support selection of management actions that reduce user conflicts and improve visitor experiences in these high use areas.

Study Objectives

The Denali National Park and Preserve planning team developed the following objectives to guide this study. The study design, analysis, and reporting of results were developed around these objectives.

1. Identify factors that influence visitor experiences and contribute to conflicts in the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, and Eldridge Glacier.

   Various user groups (particularly climbers) and park management are hesitant to advocate interpersonal encounter rates in all backcountry areas in Denali as the sole indicator of the quality of experiences there. Due to safety concerns and extreme terrain, many climbers are believed to actually prefer to see or interact with other climbers. Also, climbers generally arrive at their destination via air taxi, and airplanes generally land only on a designated part of a glacier. The landing area becomes a portal and people naturally become concentrated around these landing areas. Sometimes climbers, also, have

indicated that crowding becomes a problem when they have to find an alternate climbing route because another party is already on the route they selected.

Flightseers who land on the glaciers for a short stay may have a different set of concerns and standards for judging their experience than multi-day visitors. We need to know what indicators could be used to monitor all visitor experiences in these places, and how those differ between types of use.

2. Describe the characteristics of visitors (including their motivations for trips) to the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, and Eldridge Glacier.

   Describe the following:

   a. Destination of trip (Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, and Eldridge Glacier)
   b. Mode of access (scenic tour, air taxi)
   c. Activity (sightseeing, climbing, skiing)
   d. Motivations for the trip
   e. General demographic information
   f. Past experience in Denali and perceptions of trends in conditions
   g. Intent to return and reasons for intent.

3. Assess the importance of various aspects of the experience in the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and in the airspace over these areas of the park.

   Besides the need to articulate exactly what the experience is, there is need to determine what factors contribute positively to the experience. What factors contribute negatively to the experience? Describe the relevance/importance of these factors. Determine why visitors value the place. Link tangible values to wilderness values. Describe the relationship between values – which are most important? What values do visitors appreciate while they are on the ground? Do visitors have an understanding of core park values (those values identified in the park's enabling legislation)? What factors positively and adversely affect their ability to understand park values or other parts of the experience?

4. Assess impact levels and tolerances for those levels.

   a. What detracts from and enhances the experience? (e.g., noise, weather, people, aircraft, scenery, feelings of solitude, remoteness, safety, shared experience with friends or family, success of climb, opportunity to climb the route you want, etc.)
   b. If there are concerns about sight and sound from aircraft, are they related to safety, aesthetics, wilderness character, symbolic values, other park resource values?

c. Did visitors have any negative experiences due to human waste, trash, other people, etc?
d. At what level do these factors enhance or degrade the experience?
e. What level of impacts is desirable? Tolerable?
f. What was the most enjoyable / rewarding aspect of this experience? Were expectations met? What would have made experiences even better?

5. Assess visitors' encounters with scenic passengers, air tour passengers, climbers, park staff, and aircraft, and determine the impact of these encounters on the quality of their experience.

    a. How many airplanes did they encounter?
    b. How many other people did they encounter?
    c. Is the number of people they encountered too many, just right, too few, more or less than expected?
    d. Did the visitor have to "bump" to another location? If so, how many times did they have to move?
    e. How many aircraft did they see flying around?
    f. How did they feel about encounters with people?
    g. Was their experience enhanced by the presence of other aircraft? Did other aircraft detract from the experience?
    h. How did they feel about noise from air taxis? From scenic landings? From air tour over-flights?
    i. How did they feel about seeing people who were doing the same activity? A different activity?
    j. In what ways did these encounters affect their experience?
    k. What are visitors' attitudes about size of airplanes in these areas? Do they prefer small, single engine planes or larger two engine planes, and why?
    l. Is commercial use in these areas at an acceptable level, or is there too much or too little?
    m. Include preferences in addition to satisfaction/annoyance.
    n. Describe preferred types of experiences by location and type of user (climber versus air tour passenger).

It is recognized that many of the things that affect experiences will be difficult for visitors to recall with accuracy. However, respondents will be able to provide their perceptions of conditions they encountered, and this information will be useful for determining effects on experiences.

6. Describe opinions towards various management strategies that might be used to address impacts.

    a. What kinds of existing regulatory systems are supported? Should existing regulations be maintained or eliminated?
    b. Should access to these areas (i.e., number of planes that can land) remain at present level, be expanded or decreased?

c. What kinds of management systems would be supported? Would users support the following: (we would want to explain what the benefits and drawbacks of these are)

- Daily limit on number of commercial landings
- Seasonal limit on number of commercial landings
- Air traffic control in the Ruth
- Other

Research Methods

This research included both qualitative and quantitative research methods to address the six study objectives. On-site, qualitative semi-structured interviews were conducted with visitors (both day use and multi-day use), and with air service owners, managers, and pilots to primarily address objectives one and three. Quantitative questionnaires, distributed by mail to U.S. resident visitors (both day use and multi-day use) and electronically to non-U.S. visitors, were used to address information needs identified in objectives two, four, five and six. As there are considerable overlaps between specific objective information needs and between the various data sources, the analysis of results is approached comprehensively, utilizing the strengths of each data source to provide insight to each study objective.

Study Population

Geographic Scope: The study area includes the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and other glacier backcountry areas to the south of Mt McKinley in the Park's new addition. The study area also includes the climbing routes and the peaks originating in the glacier areas. Approximately 90 percent of the access to these areas originates from the Talkeetna airport.

Study Period: The entire recreation use period was considered to be from April 1st through September 30th, 2004. The main mountaineering season is April 1st to August 1st (according to the Denali BMP EIS), though the American Alpine Club suggests that the majority of use occurs between April 1st and June 30th (American Alpine Club, 2003). The Kahiltna Base Camp is usually established in late April (April 23rd in 2003). The air tour season begins in early April with glacier landings continuing until mid July or later depending on snow conditions.

Study subpopulations: This research focused primarily on two main subpopulations of visitors to the study area: 1) those participating in multi-day trips, including climbers (both mountaineering and rock climbing) and mountaineering skiing, accessing the backcountry by air taxi from Talkeetna, and 2) day-use sightseers (*flightseers*) out of Talkeetna on air tours that land in the study area but do not spend the night. To increase understanding of the questions posed in the study objectives, the research project also included additional samples of: 3) flightseers out of Talkeetna who did not land on a glacier and 4) commercial air service owners, managers, and pilots based in Talkeetna.

Multi-day Users (climbers/skiers). In 2001 there were 1,305 climbing attempts on Mount McKinley, with about 1,050 of those approaching from the south within the study area. Forty visitors registered to climb Mount Foraker that same year. All climbers on Mount McKinley and Mount Foraker are required to register. An additional 534 visitors registered in 2001 to climb other peaks in the backcountry, mostly within the study area. While registration is not required for access to these other backcountry peaks, it is believed that about 40 percent of climbers in these areas do register. Visitation levels among climbers appear to be stable in recent years. Taken together, these statistics suggest that between 1,500 and 2,000 multi-day users fly into the study area from Talkeetna during the climbing season. In 2003, it was estimated that a total of 2,039 multi-day users were dropped off in the study area (Denali National Park, 2004).

Day Users (Flightseers). In 2001, there were 1,892 scenic tour landings on the Ruth Glacier, 198 at the Kahiltna Base Camp, and 170 on the Pika Glacier for a total of 2,260 scenic landings in the study area. In 2003, there were 2,009 total scenic landings in the study area, with approximately 90 percent originating in Talkeetna. From information provided by the park planning staff, it was estimated that 9,792 day user visitors landed in the study area in 2003.

Over-flight Sightseers. Sightseers participating in scenic flying tours over the study area are not subject to National Park Service permitting or regulations if they do not land within the park. Park planners would like to better understand the motivations, experiences, and influences on experiences of these flightseers that use a commercial flight service to fly over the study area, but do not land on a glacier. There are a number of companies with locations in Anchorage, Fairbanks, Talkeetna, Denali National Park Headquarters, and points in between that offer this type of service. The assessment of flightseers is limited in this study to include only those flights that originated in Talkeetna. Many of the scenic flights originating from Talkeetna do not land on the glaciers, though no comprehensive record or estimate of the number of these flights is available, so it is not possible to estimate the magnitude of this study subpopulation.

Commercial Air Service Providers. During the study period, there were seven commercial air service providers permitted to land on glaciers in the study area, with five of those based in Talkeetna. These companies offer air taxi services for drop off or pick up of multi-day use climbers and mountaineer skiers, as well as providing scenic tours and landings on glaciers in the study area to flightseers.

International Visitors: Each of the visitor sub-populations also includes a portion of foreign citizens that may not be represented well in this study. International visitation to the study area is estimated by the Park to be about 10 percent of the sightseeing visitors, and up to 33 percent of the climbing visitors. Sampling international visitors was difficult because of language barriers, and because of postage and timing difficulties that limited the ability to conduct a mailback questionnaire survey of respondents with mailing addresses outside of the U.S. In addition to limitations with conducting written mailback surveys, interviewing international respondents on-site can also be challenging. The effectiveness of in-depth qualitative interviews is limited by how well the respondent and interviewer can communicate, and by the ability of the transcriber to understand the recorded interviews.

Sampling

Qualitative Interviews: The qualitative portion of the research focused on obtaining deeper understanding of the dimensions of the experience climbers (both mountaineering and rock climbing), mountaineering skiers, and day-use flightseers receive. It also provides understanding of the things that influence these experiences, how they influence them, and what role management might play in protecting experiences most in line with the purposes of the study areas. The qualitative method was used for assessing objectives one and three because: 1) quantitative survey techniques would require that the researcher determine what the important elements of visitor experiences are before the survey is conducted, while qualitative interview techniques allow participants themselves to specify these elements; and 2) the collection and presentation of qualitative data provides deeper understanding to people (both visitors and managers) in ways that quantitative techniques often do not.

A third reason for employing a qualitative study approach is that it may be seen as an important element of public involvement in planning. Participants engage in guided conversations with the researcher, rather than filling out an impersonal questionnaire that may not ask the questions or allow for responses that participants feel are most important. Data are actual words spoken by respondents, readily available and interpretable (both for managers and the general public), rather than summary statistics that do not represent any single actual experience. There is some indication from other studies that, even when planning decisions go against their preferences, the interested public feel they have been heard and their views more accurately represented when data are presented in this format (Watson, Patterson, Christensen, Puttkammer, and Meyer, 2004).

To address objectives one and three using qualitative interviews the study design included: 1) contacting a sample of visitors (both day use and multi-day use) that included representatives from each of the major use/user categories that access the study area; and 2) collecting respondent descriptions of experiences and influences on them in meaningful detail. For these reasons, sampling was purposeful rather than random (to assure representation from all groups of interest), and the sample was relatively small (compared to that obtained in the quantitative phase), with emphasis placed on depth of understanding about visitor experiences and influences on those experiences rather than statistical generalizability about those issues. Commercial air service providers (owners, managers, and pilots) from each of the air service companies located in Talkeetna were also interviewed individually to obtain their perceptions on these issues.

Obtaining cooperation from potential respondents was generally successful across all groups, though there were occasional limitations to participation in the study due to time constraints. The volume of interview information for each type of respondent was deemed sufficient when subsequent interviews did not add to the depth of understanding gained from previous interviews. In many qualitative research traditions, this is referred to as the point of saturation.

The interviewer conducted the interviews at locations and times most convenient to the visitors, the commercial air service providers and the interviewer. Most of the interviews were conducted in Talkeetna soon after respondents completed their visit to the study site. The researcher conducted some of the multi-day use visitor interviews on-site at the Kahiltna base camp study

location to gain a better understanding of site conditions. As many as a quarter of the potential interview days were 'weathered in' with no planes flying and no visitors returning to Talkeetna to be contacted. Some of those weather days were used to interview the commercial service providers.

The interviews were guided by a pre-arranged set of themes and suggested lead-in questions but they did not follow a fixed question format. This allowed participants the freedom to describe what they perceived as the important dimensions of their experiences, while ensuring that previously identified issues and specific items of concern were addressed in each interview. Content guidelines for the interviews, including general information and the themes related to objectives one and three were: trip characteristics; nature of the experience; orientations toward the resource/setting; and influences and their importance to the experience. Interview guides that were used to direct the qualitative interviews in a consistent manner for each type of respondent are presented in Appendices A (day-use and multi-day use visitors who did land on glaciers), B (day-use visitors who did not land on glaciers), and C (commercial service providers – air taxi pilots, owners and managers).

Quantitative Surveys: A mailback survey was included in the study to obtain the more quanitative kinds of information described in objectives two, four, five and six. This portion of the study was limited to the primary two visitor subpopulations – day users and multi-day users who flew in and landed on a study site glacier. Separate survey instruments were developed for each of these groups and examples of these are presented in Appendices D (day use questionnaire) and E (multi-day use questionnaire).

The general goal of this approach was to estimate visitor characteristics by subpopulation along with perceptions of impacts from things that are actively managed or proposed to be managed (e.g., numbers of people; kinds, timing and numbers of flights; human waste, noise, etc.). The influence of encounters of various types (airplanes, other people, people doing the same activity, etc.) was also addressed.

While the qualitative portion of the study utilized purposeful sampling to obtain representation of types of experiences, the quantitative portion called for random sampling from each of the study visitor sub-populations to produce results that could be generalized to the entire subpopulations. As there is no comprehensive record kept of visitors to the study site, the Denali Park & Preserve and Talkeetna commercial service provider staffs agreed to collect visitor name and address contact information for the study. For international visitors who spoke English, staff were asked to obtain names and email addresses as contact information.

Park rangers at the Talkeetna ranger station collected contact information for multi-day visitors who voluntarily registered or who obtained the required permit to climb Mount McKinley or Mount Foraker. Voluntary registration of multi-day use other than McKinley and Foraker is estimated by the park to be 40 percent. All five of the Talkeetna commercial service providers originally agreed to obtain the contact information from their clients (both day users and multi-day users) who visited the park backcountry study area but did not register or obtain a permit. The Leopold Institute provided visitor registration cards and prepaid return envelopes to the

Talkeetna ranger station and the five service provider staffs to facilitate the collection and return of the visitor contact information to the researchers.

The ideal way to obtain a random sample of visitors using the contact method described above is to collect information from all visitors in the population and then draw a random sample from that list. The sampling design was developed with that goal. The cooperating agency and commercial service staffs were asked to give sign-up cards to all potential respondents, to collect the completed cards, and to keep track of the number of visitors who declined to complete contact information cards. This goal was achieved with varying success across the cooperators.

Using our estimate that about 2,000 multi-day users flew into the study area from Talkeetna during the 2004 study period, with about 1,500 registering at the Talkeetna ranger station, the park staff collected contact information from about 13 percent of the multi-day visitors (17 percent of those who registered), for a total of about 250 contacts. On the commercial service provider side, one of the companies (Talkeetna Air Taxi) collected information from a little over 300 day-users , while the other four commercial services combined collected information from just 15 people. Using our estimate of about 9,800 sightseeing day users landing in the study area in 2004 suggests that, overall, the service providers collected contact information from about three percent of the day users. In 2003, Talkeetna Air Service (TAT) conducted about 40 percent of the scenic flight landings in the study area originating from Talkeetna. That suggests that TAT collected contact information from about eight percent of their day-use customers.

While the goal was to collect contact information from the entire study population and to draw a random sample from that list, the process of working through cooperators did not allow that approach. Because of the number of contacts that were made, the random sampling was forgone and all contacts were selected to participate in the study. Overall, usable contact information was obtained from 566 visitors, and of those, 385 returned completed questionnaires for an overall response rate of 68 percent. Day users returned 207 surveys for a response rate of 64 percent and multi-day users returned 178 questionnaires for a response rate of 73 percent. Across both subpopulations, international visitors responding electronically returned 50 percent of their surveys, while domestic respondents reached a 70 percent response rate using a conventional mailback questionnaire. The researchers used a modified Dillman (2000) survey methodology with multiple contacts for both electronic and mailback versions of the questionnaire. Kaplowitz, Hadlock, and Levine (2004) determined that both methods should produce similar response rates using similar contact intensities. It is likely that the lower response rate to the electronic version of this study is due to language and cultural differences.

Because of the failure to obtain the desired random sample from the total population the issue of representativeness of the data must be considered. The researchers feel a level of comfort with the assumption that the multi-day user contact information obtained by the park ranger station staff approximated a representative sample. The staff members were observed collecting the information, and were consulted on a regular basis during the study period. It seems likely that the sampling was done without bias, and contact information was collected whenever there was an opportunity to do so. Members of the multi-day use population that were missed may have gone to the ranger station as part of a large group or during other busy times when they were simply missed by the staff. Other members of the population may have sent a group

representative to talk to the ranger staff and were missed that way. These situations would not likely introduce significant bias in the types of visitors that were contacted.

There is considerably more concern with assuming that the day-use contact information collected by the air service providers is a representative sample of that population. From observations and repeated contacts, the researchers feel that the TAT staff did a good job of obtaining contact information from their customers. Like the park ranger staff, the TAT staff appeared to be collecting the information whenever there was an opportunity to do so, while the staff from the other service providers admitted that they were unable to follow through with the sampling process. While the analyses of the data in this report refer to the day-use sample and population, it is assumed that the sample does a good job of representing the population of day users that fly through TAT, and does not represent the rest of the day use population. It is not known how visitors using one of the other commercial air service providers might differ from those using TAT, but it cannot be assumed that they are the same. One known difference is that the Princess Cruise Lines contracts exclusively with one of the other air services, and therefore, cruise ship passengers on excursions to Denali are underrepresented in the sample obtained for the quantitative study.

A total of eight questionnaires, or about four percent of the day use sample, were returned from respondents who used an air service other than TAT, with seven of those eight respondents using Hudson Air Service (a low volume service that seemed to make an extra effort to comply with our request for assistance). The eight questionnaires are retained in the analyses for this report because they represent valid (and likely representative) observations from the targeted study population. However, the day use results from the quantitative portion of the study should be interpreted with caution as they accurately reflect only that portion of the day use population that used the TAT commercial service.

Analysis

Qualitative Interviews: All interviews were tape-recorded and transcribed. A text record of the interviews is necessary for organizing the large volume of data that was generated from the process. The database of interview transcriptions allows the use of computer-based software to facilitate the analysis process, and is also important as an accessible archive of the study's qualitative data.

Analysis of interviews was guided by an interpretive perspective. That is, rather than using a "content analysis" approach where occurrences of words or phrases are counted, a hermeneutics approach, which attempts to understand the meaning and significance of words from the speaker's point of view, was utilized in the analysis process (Patterson, Watson, Williams, and Roggenbuck, 1998).

A software program named NVivo (QSR International Pty Ltd, 2002), was used to facilitate interpretive analysis of the interviews. Using the program, segments of the text were assigned categorical codes representing the researcher's interpretation of the segments' meaning or significance. Multiple, iterative stages of coding resulted in a final coding scheme that was used

as a framework to summarize and represent the data in this report. Each of the three research team members took the primary lead in analyzing one of the qualitative data sets.

This report presents detailed findings from the qualitative research relative to objectives one and three of the study, as well as findings that provide additional interpretation of the quantitative results addressing the remaining objectives. Appendices F (day use – fly-over and landing), G (multi-day use), and H (commercial service providers) contain segments of text from the interviews organized under thematic coded headings. While representative examples of interview segments are presented by theme within the analyses section in the main body of the report, the appendices present the additional text segments that informed the findings and conclusions about each theme.

Quantitative Surveys: The goal of the quantitative portion of the study was to describe the user population using a sample survey method. The number of visitors who participated in the study (207 day users and 178 multi-day users) was sufficient to obtain some generalizability to the subpopulations, though generally insufficient to provide statistical comparisons within the subpopulations at the standard confidence interval of +/- five percent or less with a confidence level of 95 percent. The data were analyzed using SAS statistical software (SAS, 2002). Appendix I (day use) and J (multi-day use) presents the data analysis results for the subpopulations that are referred to in this report. The results in the appendices are arranged in the order that the data were collected in the questionnaires with the exception of written (constructive) comments, which are presented at the end of their respective appendix arranged by topic. The lists of variable names and their descriptions found at the beginning of the quantitative analysis appendices are helpful in interpreting the results.

Study Results

The results are presented by study objectives described in the introduction to this report. The results are subdivided by day users and multi-day users (and air taxi operators, when available).

The results for objectives one and three, which were both assessed through analysis of qualitative interviews are presented first in the results section. Because objective one was to identify influences on visitor experiences, and objective three was to identify important aspects or dimensions of visitor experiences, the results are presented for objective three first because it allows for a more logical and coherent sequence by describing the experiences and then the influences on those experiences.

The primary purpose for the analysis of the qualitative interviews was to explore the importance of various aspects of the experience and influences on the experience while they participated in flightseeing tours and mountaineering activities on the glaciers and mountains of Denali National Park. The interviews were subdivided into quotes about individual topics, and each quote was included once in the report where it was most relevant to interpretation of results. Quotes that were not used in the body of the text, but which were related to visitor experiences and influences on them are listed in Appendices F, G, and H arranged under their emergent categories.

Results for objectives that were addressed quantitatively (two, four, five, and six) are presented second in the results section. The quantitative data are used to assess the prevalence of attitudes, opinions, and experiences. Within these 'quantitatively oriented' objectives, quotes from the qualitative interviews are occasionally inserted in the text of the report where they add supplemental insight to the questionnaire data. The presentation of the quantitative results includes reference to specific analysis tables that contain the coinciding data. For example, the first question on both day use and multi-day use surveys asked about the trip destination. The results are reported separately for each type of use. Results from the day use questionnaire for the first question reference the table where the data are found in Appendix I as Q1a-DU. The results from the multi-day survey are found in Appendix J and referred to as Q1-ON (*Note: DU = day use and ON = overnight or multi-day use*). The table locations are listed by page number in the table of contents at the beginning of the document. The descriptions of the variables (e.g. Q1a-DU) are listed at the beginning of Appendices I and J.

In assessing the results, it is important to remember the fundamental difference between the qualitative and quantitative methods used in this report. While the quantitative visitor questionnaire has similarities to a public opinion poll or voting process where the distribution and prevalence of opinions is assessed for a population, the qualitative data are similar to information derived from a brainstorming session where all ideas are heard to determine the scope or range of opinions. Unlike data collected from the quantitative survey questionnaires, the results of the qualitative interviews do not provide the ability to determine the prevalence of opinions across the population of visitors.

I. Day User Qualitative Findings

There were 34 interviews contributing to the day user qualitative data, including 18 with day users who landed on the glacier and 16 with flightseers who did not land on the glaciers during their tour. Seventeen of the interviews were with individual respondents, 16 were with two related respondents, and one interview was with two unrelated couples. Respondents were from across the U.S. and abroad, including three interviews with Alaska resident groups and three interviews with international visitor groups. Thirty of the 34 interviews were with respondents on their first visit to Denali National Park. Table One lists day use qualitative interview respondent group characteristics. Each interview was assigned a sequential three-digit identification number listed in the first column of Table One and used when referencing quotes in the analysis. Identification numbers 201 to 218 were assigned to interviews with glacier landing groups, and those between 301 and 316 were assigned to groups that did not land on the glaciers.

Table 1: Day User Qualitative Interview Characteristics, Denali National Park Backcountry Fly-in Visitor Study, 2004

ID Number	Interview Date	Respondents by Sex, (Age)	First Time to Denali	Residence	Flight Group Size	Glacier Landing Zone
201	5/24/2004	F (55), M (15)	Yes	Florida	3	Kahiltna
202	5/24/2004	F (20s)	No	Australia	5	Kahiltna
203	6/15/2004	M (50s), F (50s)	Yes	Mass	5	Ruth
204	6/15/2004	M (50s)	No	Scotland	4	Ruth
205	6/15/2004	M (18-21), R?	Yes	Iowa	7	Ruth
206	6/18/2004	M (20s), F (20s)	Yes	Missouri	7	Ruth
207	6/18/2004	F (40s), M (< 13)	Yes	Georgia	7	Ruth
208	6/18/2004	M, F	Yes	California	7	Ruth
209	6/18/2004	F (60s)	No	Maine	10	Ruth
210	6/18/2004	F (30s), M (30s)	Yes	Washington	7	Unknown
211	6/18/2004	F (40s), F (40s),	Yes	Washington	7	Ruth
212	6/19/2004	M (60s), F (60s)	Yes	Washington	10	Unknown
213	6/24/2004	M (20s)	No	Alaska	4	Ruth
214	6/27/2004	F (50s)	Yes	California	10	Ruth
215	6/27/2004	F (20s)	Yes	Alaska	5	Ruth
216	6/27/2004	M (40s), F (40s)	Yes	Alaska	3	Ruth
217	6/27/2004	F (30s), M (30s)	Yes	Iowa	3	Ruth
218	6/27/2004	M (60s)	Yes	California	7	Unknown
301	5/24/2004	F (60s), M (60s)	Yes	Georgia	4	None
302	5/28/2004	M (60s)	Yes	Washington	5	None
303	5/28/2004	M (70s), F (70s)	Yes	Virginia	5	None
304	5/28/2004	M (70s), M (40s)	No	FL, CT	10	None
305	5/28/2004	F (50s), M (50s), M (50s), F (50s)	Yes	NC, GA	5	None
306	6/15/2004	F (40s)	Yes	Texas	9	None
307	6/15/2004	M (30s)	Yes	Illinois	6	None
308	6/18/2004	M (40s)	Yes	Pennsylvania	8	None
309	6/18/2004	F (30s)	Yes	Colorado	5	None
310	6/18/2004	M (60s)	Yes	Germany	7	None
311	6/18/2004	M (40s)	Yes	Virginia	10	None
312	6/18/2004	M (70s), F (70s)	Yes	Ohio	8	None
313	6/19/2004	M (60s)	Yes	WI, NC	5	None
314	6/27/2004	M (60s), F (60s)	Yes	Washington	6	None
315	6/27/2005	F (60s)	Yes	South Dakota	9	None
316	6/27/2005	F (30s), M (40s)	Yes	California	10	None

I.A. Day Users: Dimensions of the Flightseeing Experience (Objective Three)

This section reviews the analysis of day users' qualitative responses concerning objective three to *assess the importance of various aspects of the experience in the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and in the airspace over these areas of the park*.

When day users were asked after their trip to describe their experience, they most often talked about the perspective and scale of the place. When asked about national park and wilderness orientations, they offered a variety of opinions in support and opposition of the occurrence of these types of experiences. They talked about various types of national park experiences, like providing unique opportunities to experience nature, protection of significant landscapes, providing places for recreation activities, education, access to special places, and opportunities to see wildlife. They also talked about their experiences as they related to various wilderness attributes such as: feelings of a landscape that is untrammeled, remote and has opportunities for solitude, a place for certain activities, wildlife viewing, and rock and ice. For many of the visitors that included a glacier landing as part of their tour, the landing itself became an important part of their experience. Other important aspects of the experience that respondents mentioned included: a focus on the flightseeing activity, the scenery, a rare and unusual experience, a focus on memories and photographs, and seeing 'The Great One.'

I.A.1. *The Overall Experience*

Rather than focus on a particular aspect, some respondents presented a description that was complex and full of many experience elements.

> **I:** *Can you tell me a little bit about your flight ...?* **R1:** It's just an awesome day. It doesn't get any better. **R2:** Yeah, that's it. Nice day. **R1:** Nice day. **R2:** Gosh, I don't know what the temperature is, but we wore the wrong clothes. **R1:** Nice scenery. **R2:** We ought to be wearing shorts. Yeah, it was beautiful. It really was. We saw a moose in the river on the way back down, and that was the only wildlife we saw, but ...**R1:** Swans. **R2:** Yeah, and a couple of swans in a lake. But it was nice. It was beautiful. Landing on the glacier was awesome. *(Day user interview ID#216)*

> **R:** Well, it's a very good experience. I'm not used to a little plane, but it felt very safe. Very good pilot. And, you know, a good learning experience, plus it was very beautiful, other than the smoke today… Yeah. **I**: *What would you say was the best part of your flightsee?* **R:** Oh, I don't know that there was a best part. It was the whole thing. You know, the whole trip was very, very good. Nothing, you know, no apex to the flight. You know, it was all it, you know. *(Day User Interview ID#315)*

I.A.2. *Perspective and Scale*

For many respondents the flightseeing tour was all about gaining an appreciation of the size of Mount McKinley and the Alaska Range. Flying among the mountains in a small plane, seeing the shear cliffs approach off a wing tip, or seeing summits rising thousands of feet above them, were the essential elements of the Denali backcountry flying experience for these visitors.

> **R1:** I guess, I mean, I've been to Colorado, which is somewhat comparable, and just the magnitude of the mountains here is just so much larger and you can't even imagine how big some of those mountains are. Everything's just so big here and spread out and it's really large. I don't know. Just a lot bigger. Yeah. *(Day User Interview ID#205)*
>
> **I:** *So what was it like seeing Mount McKinley for the first time?* **R1:** It's big. Yeah, it was amazing. You can't even describe it. The whole range, you know, it's not just, it's not just that one mountain. It's just seeing the whole range and being, you feel so tiny up there… I'd definitely recommend it. I mean, seeing it from here, you know, in the distance, it's pretty. But it's nothing compared to once you're up there right next to it. So I would definitely recommend it. *(Day User Interview ID#210)*
>
> **R**: The most exhilarating experience was getting that close to the mountain. I didn't quite expect us to be that close and flying in through and in between the mountains. That was pretty incredible… **I:** *What would you say was the best part of your flight?* **R:** Exactly that. Flying in through the mountains up close. *(Day User Interview ID#215)*
>
> **R1:** It's awesome. I mean, it's amazing to see everything up that close. I mean, it feels close. We were still, I mean, he pointed out that we're still five miles away. That's why the people, the mountain climbers looked like little ants climbing up the side. And, but it's unbelievable. It's just an incredible view that, you know, we see amazing mountains all the time and this is just a whole different world, different way to see it. So it's really great. *(Day User Interview ID#316)*

I.A.3. *National Park Experience*

Results were mixed about whether respondents felt that they had a national park type experience. Respondents related to a national park experience as having a number of characteristics, including: providing unique opportunities; being in protected special places; being in places for recreation activities; having educational opportunities; either commercial or noncommercial; providing scenic beauty; providing access to public places; and / or providing wildlife viewing opportunities. For many, there was a distinction between the northern part of the park that they experienced from the ground compared to the southern flightseeing portion of their trip. Some felt the bus tour activity and the greenery and wildlife found in the north offered an experience

that felt more 'national parkish.' Others had a more straightforward view: 'It's a national park, so it is a national park experience.'

> **I:** *What about a national park?* **R:** Well, the national park was still like, there were a few trails, but most of it was just wilderness. You can go off and go wherever you want to, which is pretty impressive… **I:** *Did you feel like it was a different experience?* **R:** Yeah, pretty much, because it's just sort of, it's so different. Like you flew over parts which resembled the park, but then the mountains were just completely different. *(Day User Interview ID#202)*
>
> **R2:** No. Only because we went to Denali yesterday and hiked around and that was more of a park feel. This felt more like ... **R1:** This has an outfitters ... **R2:** It's more of an outfitters of private ... M**:** Like a private pay outfitters type of feel to it. **R2:** Right. Yeah. **R1:** As opposed to a ... **R2:** Yeah. **R1:** I mean, park service rangers, you know, and signs and everything leading you around. **R2:** Uh-huh. **R1:** It's probably a little bit more independent. *(Day User Interview ID#206)*
>
> **R1:** My first thought of the national park experience is that we're loading on a bus tomorrow and driving in because then I think, oh, I'm entering the national park. But I guess it is a national park experience because they're climbing something in a national park. And so when you're there talking to the climbers and stuff, it's definitely a national park experience. **R2:** I don't really think of the national park. I just think of the nature and the sights because, it doesn't really pop up in your mind, oh, a national park experience. It's just like, cool glaciers and mountains. *(Day User Interview ID#207)*
>
> **I:** *Would you describe it as a national park experience?* **R:** Yes, I would. **I:** *How come?* **R:** You're basically in it and you're flying in that area. Isn't it in the park? **I:** *Yeah.* **R:** Yeah. So I'd consider it a national park experience. *(Day User Interview ID#213)*

National Park – Unique Opportunity:

A frequent theme among respondents was to talk about the uniqueness of the place. They felt like the place that they went to on their tour was unique and unparalleled. For some, it was so different than other national parks that it could only be described as 'a Denali National Park experience.' Others seemed to value uniqueness in each of the national parks and felt like this was a national park experience because of the uniqueness.

> **I:** Is there anything in particular that you think makes it different from other national parks or wilderness areas? **R1:** Oh, it's totally different from other ones. Just what's there. I mean, each one is unique in their own way. And I've been through a good deal of them in the lower. I mean, every one is noted for its own stuff and it's just total awesome out there… Glacier National Park, and like you

> say, Yosemite and Sequoia, they're all great in their own. This one's just totally different. *(Day User Interview ID#304)*
>
> **R1:** I would describe it as a Denali National Park experience. **Man**: Because we've been to many national parks. **R2:** Yeah, it's very different, you know, because you, most others you can walk around in or view historic culture, you know, it's very different. *(Day User Interview ID#305)*
>
> **I:** *Is there anything else in particular that you think makes the Mount McKinley area different from other national parks or wilderness areas?* **R:** Well, yeah, I don't, I would guess there's not very many that compare to that, you know. It's just huge and almost unexplainable. *(Day User Interview ID#315)*

National Park – Protected Place:

The preservation of landscapes was an important national park function for some respondents. Being in a place that was protected for its natural features made them feel like they had a national park experience. They valued the park as a special place that was protected and would always be there.

> **R1**: I would describe it, yeah, as a good national park experience. **I:** *How come?* **R1:** I think one thinks of the national parks as being unspoiled, beautiful, nature and something that will be there, that's been there for a long time and will be there afterwards, and so I guess what we saw today I would classify in all those areas. There wasn't a big emphasis by this company put on commercial type things, and it seemed like the climbers too were experiencing a part of the park experience and doing something here that they can't do everywhere. *(Day User Interview ID#201)*
>
> **I:** *Would you describe it as a national park experience?* **R:** Oh yeah, sure. **I:** *How come?* **R:**…Well, I think it's great that that's all preserved as a national park and it will always be there. *(Day User Interview ID#209)*

National Park – Activity Space:

For some, the park was viewed as a setting in which activity participation was facilitated. They seemed to view a national park as being special for providing recreation opportunities rather than because of the place being special itself. Some respondents felt a national park experience was dependent on the amount or type of activity involvement they had in that place. Some people expected to find typical activities in national parks. They viewed flightseeing as an unusual activity for a park and, therefore, they did not really feel that they had a national park experience.

> **I:** *Would you describe it as a national park experience?* **R:** Oh, it's hard to say because it's very quick, so national park experience to me is something where you

> go out and stay for a few days or go hiking and really, you know, get involved in the whole surroundings. But this is just a day trip from Anchorage, so a little bit different than that. But absolutely a must do, still. *(Day User Interview ID#215)*
>
> **I:** *Yeah, you said it was more of an Alaskan experience. What do you mean by that?* **R:** Well, you know, it's just, where else are you going to go in the United States where you can fly and land on a glacier and just enjoy it and have a totally private excursion like that? You know, I mean, and you were talking about was it, did it feel like a touristy thing or whatever. I don't know. Did you ask that question? **I:** *National park.* **R:** Oh, oh, national park experience. I don't know. I just felt like it was more of a private thing. It was nice and it was something that we just get to do up there. You know? *(Day User Interview ID#216)*

National Park – Educational:

Some people expect an element of education in a national park experience, while others seemed attracted by an appreciation for history and learning more about a place. Respondents who considered an educational element as essential to a national park experience, also seemed to feel that they had achieved that element in their Denali flightseeing experience.

> **I:** *Would you describe it as a national park experience?* **R1:** I guess. Yeah, because you're in a national park and, yeah. Because most of your national park experiences would be seeing a lot of stuff and just learning new things about, like, glaciers, like he explained to us while we were flying. Probably, yeah. *(Day User Interview ID#205)*
>
> **R2:** Yes. The most when you were highest up and being able to get the vistas and get the feel of what these men, these pioneers did when they climbed. My Lord. And then there was even about the time that, I guess, Cook thought he had, was it Cook? Thought he had ... **R1:** No. But he was in Cook's Glacier, I guess, and he thought he'd found Mount McKinley but he hadn't. That was interesting… **R2**: Yeah, because we had done a lot of reading since we've been in Alaska and did before, so a lot of it we take for granted now because we figure everybody knows it. *(Day User Interview ID#303)*

National Park – Commercial Development:

Respondents expressed both appreciation for the undeveloped nature of the Denali backcountry, and occasional feelings that a private air tour took away from that sense.

> **I:** *Is there anything in particular that you noticed that makes it different from other parks or wilderness areas that you've been in before?* **R:** Just the fact that it's so big. It's like the biggest park I've ever seen. I didn't really get to see it all,

> because it's so big, and I don't know, it's undeveloped. It hasn't been disturbed and ruined yet by trails and everything like that. *(Day User Interview ID#202)*

> **I:** *Good. That's great. Would you describe it as a national park experience?* **R1:**[…Inaudible] not. I mean, I'm used to national park experiences more like you're out camping and hiking. And it was a private air tour that took us up there. So you knew you were flying over parkland. *(Day User Interview ID#211)*

National Park – Scenery:

For some respondents scenery was the essential element of a national park experience. They were not disappointed by the opportunity to experience scenic beauty in their Denali flightseeing tours.

> **R2:** Like I say, we've been to Grand Canyon and Yellowstone and Glacier, but this is above those in our opinion, I think. We enjoyed those trips to those parks, but this was probably the nicest of the ones we've been to. Most enjoyable. **I:** *Because of?* **R2:** The scenic view and the breathtaking atmosphere, I mean the people are super nice people we've met up here and just everybody's so friendly and just it's hard to explain. It's hard to put in words. **R1:** Yes. Very beautiful and this trip today, in my opinion, is the top of the list. I think it's the best. *(Day User Interview ID#301)*

National Park – Access?:

While access to the backcountry was important, the appropriateness of different types of access was questionable to some respondents.

> **I:** Would you describe it as a national park experience? **R:** I don't know. I mean, the only way I would ever be able to see what I've just seen would be on one of these scenic flights because I'm not going to trek in there. So on the one hand, yeah. Whether I should be allowed to fly in there and disrupt the wilderness and pollute the atmosphere, I'm not very sure whether I should be allowed to do that. I'm glad I can still do it. *(Day User Interview ID#204)*

National Park – Wildlife:

For some seeing wildlife was a national park experience, and there were few opportunities for that on the flightseeing tours.

> **R2:** We're about to, we're going to drive up and take the bus through and all of that… So, you know, we're going to get a different experience of the park that way. And I'm looking forward to that. **R1:** We've heard the really good part of

> being in the park from the park entrance is the wildlife and that you don't get that from the air, you don't get to see the wildlife. And so that's the other aspect. *(Day User Interview ID#316)*

I.A.4. *Wilderness Experience*

Respondents had similar mixed fillings about having a wilderness experience as they did about having a national park experience. As with national park experiences, respondents identified a number of elements constituting a wilderness experience, including: a lack of human influence; remoteness; solitude; dependent on the type of activity; dependent on wildlife viewing opportunities; and as being in 'rock and ice' environments. Though many respondents struggled with whether or not they had a wilderness experience, some recognized the place generally as wilderness.

> **R1:** We were seeing people in a wilderness experience, but we weren't. We were like on the outside looking in. We saw wilderness, but it wasn't like, to me a wilderness experience is when you're kind of living off the land or a lot depends on, I don't know, it's more physical activity, more going with just a few supplies and being more dependent on nature, and so I don't think it was that. *(Day User Interview ID#201)*
>
> **I:** *Would you describe it as a wilderness experience?* **R:** I don't know. I don't know. I guess. Yeah. It's really wilderness. Yeah. Wild. Yeah, I guess so. *(Day User Interview ID#209)*
>
> **R1:** Yes, I'd probably consider it, it's a different type of wilderness adventure. You're not in the woods, you're not in the forest, but it's, yes it would be wilderness. *(Day User Interview ID#301)*
>
> **R:** Just the wildness of it. That everything is intact, back the way it's supposed to be. **I:** *Would you describe it as a wilderness experience?* **R:** Yes. I mean, nobody's there. Like I said, it's as close to wilderness as you can get. So I would, yes. *(Day User Interview ID#308)*

Wilderness – Lack of Human Influence:

The feeling of primitive and undeveloped was an important element in peoples' descriptions of wilderness experiences. Some respondents did feel they had a primitive experience, or at least an experience in a primitive and untrammeled environment. While some sensed a lack of civilization, others felt that by being in the comfort of modern conveyance they had brought civilization with them and negated the feeling of a wilderness experience.

> **I:** *What do you think makes it wild?* **R:** Well, because there aren't any houses or anything around up there. It's all wild. Cold and snowy [inaudible] can't get there [inaudible]. *(Day User Interview ID#209)*

> **I:** *Would you describe it as a wilderness experience?* **R1:** Yes. Yeah. **I:** *How come?* **R1:** Basically it's what she just said. There's absolutely no, there's no civilization up there. There's no electricity. There's no houses. There's no running water. It's definitely wilderness. I kept thinking to myself that if this plane crashes how in the heck would they get us out of here, if we survived? *(Day User Interview ID#211)*

> **I:** *Would you consider it a wilderness experience?* **R:** No. Because I'm in a plane and it's pretty civilized in the plane. So no, I don't consider it a wilderness experience. *(Day User Interview ID#213)*

Wilderness – Remoteness:

Remoteness was seen as an important element of a wilderness experience. For some, even though the plane made access relatively easy, the place still had a feeling of remoteness. Being a great distance from civilization was unusual for many visitors, and that contributed to a wilderness type experience.

> **I:** *So you said wilderness. Would you describe it as a wilderness experience?* **R:** Yeah. Yeah. Okay, we're only, by plane we were only possibly 20 minutes from civilization, not even less(?). But yes, definitely. It is just, just amazing. Yeah, well, there's lots of areas in Alaska. Yeah, even, because you don't have to go too far before you're into bear country or something like that. So yes, yes, I would say so. *(Day User Interview ID#204)*

> **I:** *Are there any other features you think make it wilderness?* **R1:** Just being so remote. I mean, even though we did see some campers and hikers out there, just the remoteness of it. *(Day User Interview ID#210)*

Wilderness – Solitude:

Many people thought of solitude when they thought of wilderness. It was the defining element of a wilderness experience for some respondents. Some felt they had a sense of solitude and a wilderness experience, while others did not feel solitude nor have a wilderness experience.

> **I**: *Would you describe it as a wilderness experience?* **R**: No… I consider wilderness backcountry without much contact… [This was] More sightseeing. *(Day User Interview ID#206)*

> Wilderness, to me, is something you don't experience in everyday life. It's being in the middle of nowhere with very few people around and no civilization and that's what it was. It was wilderness, both [inaudible] and when we went into the park [inaudible]. *(Day User Interview ID#208)*

> The solitude, you know, the wilderness. The solitude that's there, you know, you just, seeing McKinley was nice but actually seeing some of the other areas and the glaciers and the side views were just as nice I thought. *(Day User Interview ID#305)*

Wilderness – Activity:

For some respondents the type of activity that they did defined the type of experience they had. Some indicated that they did not have a wilderness experience because the activity they had participated in was not a wilderness activity. For some it was a matter of creature comforts, others expected wilderness to involve walking, and some felt a wilderness experience had to be on the ground – being in a tour bus was more like a wilderness experience than flying for one respondent.

> **I:** *Would you describe it as a wilderness experience?* **R:** Not wilderness. No. **I:** *How come?* **R:** Well, look, I'm perfectly comfortable. We just sat in a plane and flew around and came back, so I don't think it is wilderness. *(Day User Interview ID#309)*

> **I:** *Would you describe it as a wilderness experience?* **R:** Different type of wilderness experience. I mean, it wouldn't be something I would want to be walking around in. Flying over? Yes, yes. It's definitely wilderness up there. *(Day User Interview ID#313)*

> **I:** *Would you describe it as a wilderness experience?* **R:** Well, I think the driving in on the buses yesterday would be more of a wilderness experience than the flight. I don't think that's a wilderness. **I:** *How come?* **R:** Well, I guess I'm not down there on the ground tromping through where, you know, to me wilderness is either walking or going by vehicle. Yeah, I wouldn't. I guess I wouldn't describe it as a wilderness. *(Day User Interview ID#315)*

Wilderness – Wildlife:

For some, wilderness is wildlife. If you see wildlife it is a wilderness experience, and if you don't it is not.

> **I:** *Would you describe it as a wilderness experience?* **R1:** Yeah, definitely, especially when you see a bear tromping along on the ground. That's about as wildernessy as you can get. *(Day User Interview ID#210)*

> **I:** *Would you describe it as a wilderness experience?* **R:** As a wilderness experience? Not really. Wilderness experiences would involve more animals. I mean, we did get to see a moose, but wilderness is more up close and personal. This is more from an aerial view. *(Day User Interview ID#307)*

Wilderness – Rock and Ice:

There were interviews where the respondents said that wilderness is 'rock and ice.' For these folks, the Denali backcountry flightseeing trip qualified as a wilderness experience.

> **I:** *How would you describe the area of the Denali backcountry you flew over to a friend who was thinking about visiting?* **R:** High peak wilderness. **I:** *High peak wilderness.* **R:** High peak wilderness, glacial, stark, devoid of wildlife, devoid of flora and fauna. It's just amazing. And a real lesson in geology too. *(Day User Interview ID#203)*

> **I:** *What do you think made it wilderness?* **R:** Mountains and the glaciers and stuff. Seeing that moose out there. *(Day User Interview ID#306)*

I.A.5. *Glacier Landing*

For many of the respondents who did a glacier landing, it was the defining element of their flightseeing experience. The landing brought the experience to life. It provided the sensory stimuli – the sights, sounds, colors, and other sensations that made the experience memorable.

> The best part was the landing because we could get out and really experience, you know, that being on top of the world. It was like very, very nice. *(Day User Interview ID#214)*

> **I:** *What would you say was the best part of the trip?* **R1:** I think getting to land. **R2:** In the glacier. **R1:** I'd, you know, just highly recommend getting to land on the glacier and that whole experience was probably pretty neat… **I:** *How did you decide to do that glacier landing?* **R1:** Well, if we're going to get up there and go we might as well do it all. **R2:** That's what I thought. Well, you know, for the extra money it was, you know, who knows if we'll ever get back here again and have the opportunity to do this again, so we went to Exit Glacier a couple days ago and you can't get out and ... **R1:** Get actually on it. **R2:** Actually on it and touch it, so here's an opportunity to actually get on it and touch it, feel it, be a part of it, so, yeah, it wasn't an issue of money. It was just an issue of, let's do it. Hopefully we had good weather, and we did, so that's the thing that we were hoping for and we got it. **I:** *And are you glad you did the landing?* **R1:** Yes, yes. **R2:** Oh, yeah… But, I mean, for me I guess the whole glacier landing gave me the experience because then you're actually touching, feeling, you know, smelling

> if you will, being on a national park. So if you didn't do the landing I would say I wouldn't have experienced it as much. *(Day User Interview ID#217)*

I.A.6. *Focus on the Flightseeing Activity*

Flying in small airplanes is a novel experience for many people. For some of the respondents, it seemed like their experience was defined by the activity. They described their trip around everything involving the flight itself rather than the setting that it took place in.

> Oh, the flightseeing was just to see the mountain and discover the real Alaska, or whatever they say on the commercials, all the brochures they've got. Just to see what it looked like and experience it from the air. *(Day User Interview ID#202)*

> **R1:** Well positively it was, from the standpoint of being positive, of course, being able to get up there at that altitude and see those things which I was looking at this morning from down at the hotel level. And also listening to the pilot. I've flown an awful lot in small aircraft and it was fun to be back into a, in a small aircraft, being able to see things and also be up front and be able to check his air speed and what air speed the plane took off at and what air speed he came in for a landing. It was very interesting. *(Day User Interview ID#303)*

I.A.7. *Scenery*

The scenery experienced in the Denali backcountry can be overwhelming. Some respondents defined their flightseeing trip around the spectacular views they experienced. During the flight some participants were unable to focus on anything but the scenery.

> **R2:** Yeah, it was very well narrated but I was just so in awe with the views, I just wasn't paying attention. *(Day User Interview ID#208)*

> **R1:** Best part, there were so many. Just the views, the scenery. I don't think it was the glacier landing like a lot of people do. *(Day User Interview ID#210)*

> **R**: But the whole thing was phenomenal. **I:** *Can you tell me a little bit more about it? What was phenomenal?* **R:** The scenery, everything about it, just looking over the mountains. I'd never seen anything like that before pretty up close… But I don't know if there was a best part, just looking, being able to see the mountains up close, to see the mountains, glaciers, and all the scenery, which was pretty much the whole thing. I don't know if I could pick out one thing. *(Day User Interview ID#307)*

I.A.8. *Rare and Unusual Experience*

Respondents recognized the uniqueness of flying into the Alaska Range, and (for some) landing in a small airplane on a glacier. They defined their experiences by these rare and unusual elements. Many said it was a 'once-in-a-lifetime.'

> **I:** *What do you think that added to your trip?* **R:** Well, it was just, I mean, it was like the highlight I think. You know, I mean, how many people do you know or do we know that have done that? *(Day User Interview ID#212)*
>
> **R:** No. It was better than I thought it was going to be. I mean, I'm more of a beach person so I never knew I'd really enjoy that so much, that was, it was awesome. It was phenomenal. So just, you know, being out and seeing what it's really like and just, I guess sensory overload is probably the right word, you're just being right there in the middle of it where hardly anybody ever gets to see, so that was kind of amazing… **I:** *And my last question is, what did you value about the tour?* **R:** Getting to see what probably not even one percent of the American population gets to see… So glacier or no summit, doesn't matter. We were up doing something really unique. *(Day User Interview ID#306)*

I.A.9. *Creating Memories and Photographs*

Respondents came away with vivid memories of their flightseeing experiences. Some respondents were motivated by a desire to create shared memories with their loved ones, while others simply appreciated the importance of these memories. Some seemed to concentrated on taking pictures to the point where they captured the experience for later rather than immediate enjoyment. For some, photography was the mission.

> **I:** *What did you value about the tour?* **R:** Value? **I:** *Yeah.* **R:** Oh, just everything we saw. There are memories that, I saw things that were just unbelievable. You know. That's all. I mean, there's memories that I'll never forget. You know? The power of nature. *(Day User Interview ID#302)*
>
> I think it was really nice, and I hope that whatever you are doing gives them some background to keep things like this going. I think it's really important for, I know my boys both were awestruck with it and they'll never forget it. *(Day User Interview ID#308)*
>
> **R1:** And as for me, they favor one side also. I was on the port side of the plane, which is the left side, and I really didn't get some good pictures either. Thank God that I was able to stick my camera in front of the party sitting across the aisle from me who climbed this with his mother and brother in 1996… Well, we went all the way around the mountain, went up to the summit, over the summit and came down low to the base camps. I got some great pictures. I hope that you'll be able to see them. Hope you'll be able to see them on the video. It looks like a little

ant crawling around in the snow… Well, she explained quite well to us what to look for and she come down quite low, so I think when I zoomed it in I think we might be able to see the tents and the climbers. **R2:** Well, between the two of us we should have something anyway… **R1:** I personally feel like my wife does, they should ask the people that are going to be viewing or videotaping to sit as many on the side of the plane that's going to be circling the mountain. And people that are just there to sightsee, then they'll still get a good view, but seat them on the opposite side… **R2:** Well, you could have seen it from both ways except that on my side it was sun and you can't film into the sun. So whatever I did film will probably be just one big blur… **I:** *So overall, how much did you enjoy your flightseeing tour?* **R2:** If I just took it for personal viewing it was great. If I didn't care about filming it I wouldn't have a single complaint. **I:** *But you did care.* **R2:** I did care because I couldn't film. *(Day User Interview ID#312)*

I.A.10. *Mount McKinley – The Great One*

It is no surprise that 'The Great One' (Denali is an Athabascan word meaning 'The Great One') was the defining element of many flightseeing experiences in the park backcountry.

> **I:** *So how was it, seeing Mount McKinley?* **R2:** It was awesome. **R1:** Pretty spectacular. **R2:** Yeah. **R1:** Yeah. It's everything they say it is. You just keep getting closer and closer and closer. **R2:** Yeah. I mean, I thought it was better when you're a little bit farther away flying in, like when you're flying towards it. **R1:** Uh-huh. **R2:** But when you're really up close to it and you get lost in the range and you can't really see it, so the best part is coming up towards it. And it's an awesome, clear day and so you can see really, you can see the summit perfectly with a swirling cloud up above it and he talked about the winds up there and everything, and it was, yeah, it was awesome. *(Day User Interview ID#206)*

> **I:** *Great. What would you say was the best part of your flight?* **R:** Oh, probably our closest approaches to Mount McKinley. **I:** *Felt like you could reach out and touch it?* **R:** Oh, on the way back we passed a couple of walls where it really looked like we were within a hundred yards of it. I'm sure it was a lot more than that. But on the way back we really had that. Mount McKinley's just so big and imposing… **I:** *Is there anything that you notice that makes it different from other national parks or wilderness areas?* **R:** There's only one mountain that looks like that. That's about it. It's unique. *(Day User Interview ID#311)*

I.A.11. *Multiple Sensory Experience*

Many respondents had a hard time answering questions about their experience. These responses tended to include summaries of experiences that conveyed feelings of sensory overload.

> **I:** *So can you describe to me your trip?* **R2:** Great. **I: …***what you saw?* **R1:** Just great. I mean, you saw so much that you really couldn't concentrate. Like I said, I was so busy watching I forgot to take pictures at first. *(Day User Interview ID#304)*
>
> **I:** *Great. Why is it the high point?* **R:** Oh, just the amount of spectacularness per unit of time. It was just, it's just a very exciting experience. *(Day User Interview ID#311)*

I.B. Day Users: Factors that Influence Flightseer Experiences and Conflicts (Objective One)

There were very few respondents that reported negative experiences or feelings of conflict. A couple of factors were mentioned by most respondents as highly important influences on their flightseeing experiences. All of the day users interviewed seemed to agree that their pilot served an influential role as guide and interpreter of Denali backcountry features and history. The weather also seemed to have a universal effect on day user experiences. Those who experienced good weather were equally likely to comment on their good fortune as were those who experienced bad weather likely to comment on its limitations. For a number of respondents flying in small airplanes was an unusual event that had a major influence on their experience. A number of other factors of influence were also identified in the interviews and are discussed below.

I.B.1. *Pilots as Park Interpreters and Guides*

Along with providing information on the geology taking place on the landscape before them, the pilots often told of the history of the area, of the climbers and the old timers. Some people said the pilots made them aware of being in a national park, of its history and its geographical boundaries. When sightseers landed on the glaciers the pilots became mountaineering guides as they pointed out where it was safe and what to watch out for. Some of the pilots were also entertainers, telling stories and offering a flavor of Alaska.

> The pilot was great. He was really informative. He knew everything. Sounds like he's been doing it a while...*(He was telling us about)* the history of the mountains, all the climbing that goes on, altitude, rivers' names, highways, everything that you can think of. Mosquitoes. *(Day User Interview ID#213)*
>
> **R2:** He *(the pilot)* had lots of information and just shared different sights and pointed different things out, so, but it was just, it wasn't too much and it wasn't too little. So it was just nice to be able to have it kind of quiet in some ways and just kind of reflect on what you're seeing out there. **R1:** Yeah, it was good to point out just some of the highlights, you know, such as the blue ice. I was running out of film, so he said, save it for this picture coming up. So that was nice…Oh, and like just right at the end where the river is kind of bubbling up

> creating the river, starting the river, that was kind of neat of him to point out those little things. So yeah, it was great. **R2:** And the pilot, you know, pointed out when we were in the national park area and you don't see any boundary lines or anything like that. *(Day User Interview ID#217)*
>
> The pilot did a fantastic job…Yeah, she shared lots of information and I'm a lot more knowledgeable about the park, the mountain, and the area. It was fantastic…just the scenic beauty of the whole thing was and, like I said, you know, her telling you what you actually saw made it all more enjoyable. So you actually knew what you were looking at. *(Day User Interview ID#308)*

I.B.2. *The Weather*

The importance of the weather to an activity like flying in a small airplane around 'The Great One' hardly needs explaining. However, respondents were likely to talk about it anyway. Some respondents waited days for clear weather before taking their flight, while others missed seeing the summit because of clouds or other poor weather. Some experienced perfect weather, and (perhaps having heard the horror stories) recognized their luck.

> **I:** *Was there a worst part at all, and if so, what was it?* **R:** There wasn't really any bad part. Maybe just the glare from the sun. It was bright, but it was good at the same time. *(Day User Interview ID#202)*
>
> Because the clouds were coming in. There were areas that were closed off, were closing off as we went on the trip, so there were areas that, we were going to go to base camp, for example, but the base camp was closed by the time we got there. *(Day User Interview ID#204)*
>
> Positive, it would have to be the weather. We were very lucky for the weather this day, being able to land, and also seeing Denali. They had, I can't remember the cloud formation, but it's like a mushroom cloud on the top, coming up to the top [inaudible] Denali and it was, it added a certain something to the just seeing the mountain. *(Day User Interview ID#208)*
>
> **R:** I wish we could have seen McKinley. And I wish we could have seen more of it and, but we were about, we could see about 9,000 feet in height. **I:** *And how come you were unable to see McKinley?* **R:** Oh, it was just clouded in. But it would have been quite a sight. *(Day User Interview ID#302)*

I.B.3. *Flying and the Plane*

A lot of people seemed surprised to have actually had a good experience flying in a small airplane. It went well for most respondents. Occasional minor complaints included tight

headphones, the smell of fuel, stuffy air, or cramped conditions. Respondents mentioned turbulence and safety concerns as components of the influence of flying on their experience.

> **R2:** For me, I was very apprehensive about being in a small plane…I don't like flying…, but it was really amazing. I mean, apart from the way back I felt nauseous, but, yeah, the landing and the taking off were so smooth and, yeah, and the view, I think it's the views that really helped me take my mind off everything, that we were in a small plane… Yeah, it … **I:** *Was there a worst part at all?* **R2**: A little bit of turbulence. We didn't have very much but it was, for me, I'm not a very good flier. It's just one…thing. But even that, I mean, it's just well worth going up, regardless of the fear and… **R1:** I think if I have a negative point on that, perhaps it could have been longer. But we always say that. *(Day User Interview ID#208)*
>
> Actually, I hate small planes and I actually, I had a good time in that one, so. Yeah, I've had bad experiences in small planes before, so this is pretty good. I'm walking, I'm standing, I got my lunch. *(Day User Interview ID#304)*
>
> The headphones were a little tight, but that's the only bad thing I have to say. *(Day User Interview ID#311)*
>
> No. The only negative was that there was not a window anywhere around as we went around 360 degrees Denali that there wasn't a single window where we could just get a glimpse of the big mountain. *(Day User Interview ID#203)*

Flying – Turbulence:

The pilots seemed skilled at avoiding turbulence, informing each other of rough spots, and keeping a watchful eye on developing weather. At times it wasn't possible for them to avoid the bumps. Some people felt ill from turbulence, while others were affected by sitting near ill people. At least one respondent had a better experience because of the turbulence.

> **I:** *Was there anything in particular that affected your enjoyment of your trip, positive or negative?* **R1:** The vomiting passengers. **R2:** There were a few people getting sick. **I:** *Really?* **R2:** Yeah. That was kind of a bummer. But ... **R1:** Felt sorry for them, but it didn't really affect the viewing. **R2:** Yeah, yeah. So that was a bummer. But other than that, no, none of it was negative. It was all positive. And it was a perfect day. I think if it would have been cloudy or, it probably would have been a different story. But it was all great. The glacier landing, it was all very fun. *(Day User Interview ID#206)*
>
> **I:** *What would you say was the best part of your flight?* **R:** I liked the turbulence. Nobody else did, but I was having fun riding the roller coaster wind. So that was the best part to me. (*Day User Interview ID#306)*

> **R:** Well, the turbulence was more than I could, more than I was prepared to handle. There were times like, I mean, it got to a point where every time he turned the plane I had to hold on for dear life. It just felt like a roller coaster. I mean, I don't mind roller coasters. I just wasn't conditioned for it or didn't expect it today. That's not the fault of anyone working there. It's just, you know, something new to me…I enjoyed the scenery a heck of a lot. But if not for, sadly the turbulence was, you know, had bigger of an effect on me than I hoped it would… Breathtaking views, but it's something, you know, if you have, like, motion sickness, be very aware. I mean, you never know. It's something to be forewarned about. I'd kind of warn them of the turbulence factor that could sometimes take place that way they could be better prepared for it than I was. But it's still something I'd recommend… Eh, other than the turbulence part of it, yeah. **I:** *So that really kind of detracted a bit?* **R:** It did. I mean, more than I've, I mean, every now and then I get a little motion sickness, but this was just too much. Too much shaking, too much turbulence. It felt like a roller coaster ride. I don't think flights should feel that way. *(Day User Interview ID#307)*

Flying – Safety:

Respondents thought about safety on their flightseeing tour. These thoughts no doubt came up with the turbulence. The pilots were not only skilled at flying, but also at putting their clients at ease. A sense of confidence was a valuable quality for the pilots to posses. One respondent talked about the engine cutting out on their plane, and how that influenced her and her husband differently. The pilot's cool reactions made her feel comfortable, though her husband had difficulty enjoying the rest of the trip. Having a sense that the pilot was experienced and competent contributed greatly to alleviating safety concerns for the passengers.

> **R:** Yeah, yeah. He's been doing this for at least 12 years so he knows it all very, very well, and wouldn't take us to anywhere he didn't think was, which is [inaudible] potentially hazardous or we weren't going to see anything, so it was fine. **I:** *Was there anything in particular that affected your enjoyment of the flight, either positive or negative?* **R:** No. I think knowing the confidence of the pilot and his knowledge of all of the mountains. *(Day User Interview ID#204)*

> **R:** Shortly after we took off the engine cut out and Mark didn't like the trip from that point on. It was a little unnerving. **I:** *While you were in the air?* **R:** While we were in the air, yeah. We weren't, how long were we in the air for? Like five minutes? Maybe five minutes. Yeah. And the engine cut out. And you just feel like you're kind of, start falling and the pilot goes oops. And that doesn't instill a lot of confidence. But he got it going again no problem. Apparently it had something to do with switching fuel tanks… Yeah, the negative was the engine cutting out. I've never had that happen before. Other than that I think the whole thing was positive. **I:** *Were you concerned for your safety when the engine went out?* **R:** You know, you don't really know what to think. **I:** *As your stomach drops out.* **R:** Yeah. It's just kind of, you're just kind of frozen and you're not

> really sure if you should be terrified or, you know, it was a long way down. We had a lot of time before we crashed or anything. And the pilot, after he said, oops, said not a problem. So, I don't know. I probably get more scared during the turbulence when you see the plane actually getting tossed around. So it was scary, but not terrifying, at least for me. *(Day User Interview ID#210)*

> **R:** He said he does about a thousand, they do about a thousand flights a summer, so ... **I:** *Wow*. **R:** Yeah, we had the owner so that kind of made it feel a lot more at ease. **I:** *Yeah*. **R:** Knowing that he's obviously had lots of experience and we were in capable hands. *(Day User Interview ID#217)*

I.B.4. *Climbers as Flightseer Attractions*

Seeing climbers out on the mountains and glaciers was a desirable occurrence for many day users. Respondents frequently mentioned looking for and seeing climbers, and many expressed a fascination with the sport. Respondents typically indicated that their pilot had pointed out climbers to them during their flight. Because of the prominence of the influence on day user experiences, pilots may have felt compelled to provide views of climbers in order to satisfy their clients.

> **I:** *How did you feel about seeing the climbers?* **R1:** It was pretty interesting. **R2:** Yeah. **R1:** It's educational. I mean, the different base camps and then the different routes that they take, and it's a pretty interesting sport to admire too. They're going through a lot of up there. So just hearing a lot about that is interesting. *(Day User Interview ID#206)*

> **I:** *Did you talk to the climbers there?* **R1:** Yeah, they came up. They were waiting for a flight out and so they were interacting with the pilot because they had to wire, they weren't ready with the last plane and so they had to, you know, wait to get their gear together so they could go. I liked that. That's actually why we stayed in Talkeetna, too, because I wanted the kids to interact with people who were vivacious enough to be climbing. *(Day User Interview ID#207)*

> He was really good. I mean, he made sure that, you know, we saw climbers which were like itsy-bitsy, tiny, little specks and stuff. Yeah, it was great. *(Day User Interview ID#211)*

I.B.5. *Expense*

Cost of the flightseeing tour was a factor mentioned by many of the respondents. Most respondents put the cost in perspective and felt that it was a good value. It was common to hear the phrase 'once-in-a-lifetime' as justification for the expense. Another common justification was to indicate that the cost of the trip was worth it because the tour was the 'best part' of their trip to Alaska or to Denali National Park. The cost was a factor for some respondents when

deciding whether or not to include a glacier landing in their flightseeing tour. Some said they were glad they spent the money to land, some said they were sorry they didn't spend the money to land, and others were disappointed in the added value they received from including a landing as part of the tour.

> **R1:**…but I think it's a great thing to invest your money in once, because it was expensive for us, but that's what we wanted to do. **R2:** Spectacular. **R1:** I would say save your money. Make it, what we did when we were planning Alaska was we did a couple of really expensive things and then less expensive things, and it's definitely worth one of the expensive things. *(Day User Interview ID#207)*
>
> **I:** *So overall, how much did you enjoy your flightseeing tour in the backcountry?* **R2:** Amazing. It was worth every single penny. I mean, they're expensive trips. Obviously it's much cheaper to get on the bus in the park and the crowds, but it's, yeah, it's well worth it. It's just something you just don't generally do and it's amazing. I definitely [inaudible]it to anybody. **R1:** Yeah, I'd agree with that. Yeah, it is, the initial outlay can be concerning [inaudible] rather expensive. But you only have to do the flight and you appreciate that it is worth the money and it is worth it. It's money well spent. *(Day User Interview ID#208)*
>
> It really was, a little expensive, but it was, it was, I don't know if it was worth the money. It was worth the money I guess. It was very expensive, but it was very, something I'll never forget. (*Day User Interview ID#308)*
>
> **I:** *How would you describe a flightseeing tour of Mount McKinley to a friend who was thinking about visiting?* **R:** Expensive, but money well spent. It's probably the high point of our trip. *(Day User Interview ID#311)*

I.B.6. *The Glacier Landing*

While the glacier landing defined the experience for some respondents who included one in their tour, others who landed felt that it added to their trip, but they seemed not to define their experience by that event. Many respondents that did not land on the glacier later regretted not doing so. After seeing the area, and experiencing the flying, they came to the conclusion that a glacier landing would have added to the trip. For one young man having the opportunity to be on a glacier and to experience snow (and throwing snowballs) was a positive aspect of his experience, but he did not seem to define the overall experience just around the landing.

> I enjoyed it just because I don't see snow very often, and it was nice to land there, see the snow, throw a snowball at my mom. *(Day User Interview ID#201)*
>
> I enjoyed landing. I did enjoy landing and walking ... It would have been fun just to fly around, but I think when you land on it and you get to walk around and to actually be there, it's a little bit, you can connect to it a little more I think. It's a little more fun. *(Day User Interview ID#203)*

> **I:** *And how come you decided not to do the glacier landing?* **R:** Well, I don't know… I thought maybe it was going to be too cold. You know, but you can tell that it's not. There's [inaudible] spaces there. I just thought it was, you know, maybe a little more danger than I was willing to take. And it isn't. I can see now it isn't. You know. **I:** *So if you did it again ...* **R:** I would do a glacier landing. Yes. **I:** *You think that would have added to the trip?* **R:** Oh yeah, yeah. Because then you would get, you know, when you get out and you look at how high those mountains are, yeah. Then I might have taken it as wilderness. Yeah, no, I definitely would do that. *(Day User Interview ID#315)*

I.B.7. *Opportunities to Realize Scale and Perspective*

Another essential influence on the experience for some respondents were opportunities to sense the scale and perspective of the place. In the following examples, respondents talked about scale and how they gained appreciation for scale during their flight. Seeing planes or climbers provided that perspective for some. Others mentioned their appreciation for scale as being influenced by their previous experience in the northern part of the park looking at Mount McKinley from a different angle.

> **I:** *You liked seeing the planes?* **R2:** Yeah, yeah. You don't, the size of the mountain, you really realize when you see a tiny plane next to it and you think, wow, it's so huge. **R1:** It does give some degree of scale to it. While on the glacier I think one, two planes landed and two took off ahead of us. Not what I would call busy. I don't know [inaudible]. *(Day User Interview ID#208)*

> And plus when you went on the bus tour through Denali you're seeing it from a totally different angle. So, I mean, that was actually pretty good to go first… Then after seeing it from up there it's a thousand times better. Yeah. *(Day User Interview ID#304)*

> You always knew it was fairly far away, especially with the climbers there to give you some perspective. And given the winds I wouldn't want to get real, real close anyway. *(Day User Interview ID#311)*

I.B.8. *Encountering Planes and Interacting with People*

Related to seeing climbers on the mountain, and also a common topic among day users, was the influence of encountering or interacting with other visitors – climbers and flightseers during the flight or while on the glacier. Respondents generally seemed to enjoy the interaction with other people outside their own group. The interviewees generally did not expect solitude while on their trip, and so were not negatively influenced by encounters. Some respondents not only didn't expect solitude, but felt that interactions with others improved their experience. At least one respondent indicated that they preferred to interact with climbers rather than other flightseers.

Other respondents appreciated getting to know other flightseers on their plane. Some also felt that seeing other airplanes on the glacier where they landed was a positive aspect of their experience. Having other planes and people around even contributed to a sense of security for day users.

> **I:** *How did you feel about seeing them?* **R1:** It was pretty interesting to see them there with us. Like, you think they were, it would be separated and kind of in their own special little area 'cause they're climbers. But it was kind of nice to be able to mix in with them. *(Day User Interview ID#205)*

> **I:** *How did you feel about that, seeing planes?* **R:** How did I feel about it? Oh, I thought it was great that they could go way up there and land. **I:** *You liked it?* **R:** Yeah, oh yeah. *(Day User Interview ID#209)*

> **I:** *How did you feel about seeing other people on the glacier?* **R1:** Oh, I was able to relax a little more, knowing other people were around. I wasn't out there totally by myself. So yeah, it was fine. **R2:** Yeah. There wasn't, I mean, I didn't feel like it was, you know, all these people and it was taking away from our experience. You know, it was fun to know that there's other people enjoying the same thing we were. **R1:** Yeah, it was fine. *(Day User Interview ID#217)*

I.B.9. *Mount McKinley*

As described above, seeing Mount McKinley was a defining element of the experience for many respondents. For others, however, seeing the mountain added to the trip, but did not seem to be a defining characteristic.The mountain served as a backdrop that enhanced the experience. Some respondents had seen the mountain from other locations prior to the tour and indicated that seeing or not seeing it on this trip did not determine the value of the experience.

> **R1:** Yeah, yeah. I mean, it would have been nice to have seen the enormity. I think we were at 5,000 or something like that when we landed on the glacier, 5,000, 6,000 feet. And so to have been able to have seen Denali would have been terrific rising, you know, the 15,000 feet. But we've seen Denali before from a ... **R2:** We saw it yesterday. **R1:** You know, from 60 miles away. But it still didn't, I'd do that again. **R2:** Yeah. **R1**: To see the country. *(Day User Interview ID#203)*

> **I:** *How did this scenic flight compare to those?* **R:** Well, this is a little more spectacular because you've got the big mountain in the background. And that's a pretty special mountain, so I think that's what makes this special *(Day User Interview ID#218)*

I.B.10. *The Flightseeing Activity*

The interviews revealed that the activity of flightseeing was influential to some experiences. Some respondents felt that the activity was unique, exciting, and very positive. Others felt that the activity of flightseeing was not compatible with a national park, and for those folks, the activity may have interfered with their experience. Some respondents struggled with the appropriateness of the activity. They enjoyed the access and recognized the value of that activity, but acknowledged that if they were doing a different activity they may not appreciate the presence of aircraft in the backcountry.

> **I:** *Is there anything in particular that you think makes it different from other parks or wilderness areas?* **R:** Yes, because, you know, you cannot access it by any other way than taking a flight. There's no other way you can go close to the mountain because the lodge we are staying in is about 45 miles away. I guess that's the closest we can see the mountain. This way you are on the mountain when you take the flight. You are, when you land you are on there and you're [inaudible]. There's no way to describe it. It's just a very exhilarating feeling. *(Day User Interview ID#214)*

> **I:** *So would you describe it as a national park experience?* **R1:** Hm, probably didn't experience the national park as much as if we were down in, driving it, seeing the actual wildlife on the ground, I would say, more of just the view of the national park. You know what I mean. **I:** *Uh-huh.* **R2:** Well, I mean, our pilot ... **R1:** We saw it but not experience as far as that. *(Day User Interview ID#217)*

> **I:** *Are there other places you think you could receive a similar experience?* **R:** Well, I suppose there are other, you know, other kinds of flightseeing that you could do in other beautiful wilderness areas that are very different in kind, like, oh, places in Hawaii that you couldn't get to or in jungles or whatever that you couldn't get to. There's a part of me that doesn't like all of the airplanes in a wilderness area and another part of me that recognizes that it's a really, it's a way to get to experience it from a different point of view. So I don't like it when I'm out there hiking. I don't like having the airplanes go by. But when I'm in the airplane that's pretty cool. So ... *(Day User Interview ID#316)*

I.B.11. *National Park Access*

The access to Denali National Park backcountry provided to day users was recognized as an important contributor to experiences. A flightseeing tour was seen as a unique type of access to a national park. Some respondents struggled with airplanes in the backcountry, but most who commented felt that a national park should be accessible to many people, and that in the area they toured flightseeing was an appropriate mode of visitor access. There was an element of fairness in these arguments – that the only other way to see these places was as a climber, and very few people would be able to see the park that way.

R1: Got to do it. If you're this far and you come this far to sightsee you've just, I don't know, I feel like you've just got to do stuff like that. For us, we kind of chose the flight because we had heard it was just another, like, three hour bus tour on in there and then like a five hour drive from where we were coming to get to there to take the bus. And so we felt like this was a way to drive a couple hours, see the sights, and not deal with mosquitoes and everything else. So we just, I mean ... **R2:** Yeah, and now we can turn around and go back the two hours. I mean, we were able to do it all in one day and feel like it wasn't anything real draining as far as a lot of time. **R1:** Yeah. It was kind of a quicker, easier way for us to do it. *(Day User Interview ID#217)*

I: *Would you describe it as a national park experience?* **R1:** Well yeah, it's a national park experience, but unlike any other I've had. I mean, that's not the kind, I've been to quite a few national parks and I haven't seen anything else like that... It's just, I mean, I've been to the Grand Canyon which is amazing in scale. And this is, feels like an even more amazing scale than that. There's just so much of it and it's so huge. And it's such a great way to get to see a national park where there's so little ground access. To have the ability to get up around in an area that you wouldn't otherwise get to see is really amazing. Really great… **R2:** And the thing about Mount McKinley is the only access you have to it is if you really have substantial expertise as a mountain climber. And given that, one of the only ways to experience it is this kind of way, so ... I'm the same. I mean, if I were a mountain climber and the planes were going by I'd probably be bugged by them, just like when I backpack I get bugged by planes going by. But it's such a small number of people that can experience the wilderness by mountain climbing that, in this case, if you didn't have the flightseeing very few people would get to experience the mountain except from a substantial distance. *(Day User Interview ID#316)*

I.B.12. *The Mountain House*

The mountain house provided an interesting perspective to day users. Many wondered about its history and what it would be like to stay there. Though no one mentioned the mountain house in a negative light, a number of respondents qualified their experience by pointing out this exception to undeveloped wilderness. Its presence was influential as a contrast to the rest of the experience.

R2: I would say it is [wilderness] because there's no development there really. **R1:** That's true. The one house. The one little house. **R2:** Yeah. That makes it unique. *(Day User Interview ID#211)*

R2: We saw that house, I can't, that little. **R1:** Oh. **I:** *The mountain house…* **R2:** The little mountain house, yeah. That was pretty neat. *(Day User Interview ID#217)*

> That was neat, yeah. In fact I had hoped he got a picture of it. I'm not sure he did. It's kind of strange to see a house out in the middle of that. …yeah. In the middle of nowhere. The only thing there. Literally in the middle of nowhere. (*Day User Interview ID#305)*

I.B.13. *A Sense of Adventure*

Some respondents felt the sense of adventure established by their tours contributed to their experiences. For them it was a novel activity in a unique place with many elements of the unknown. In contrast, at least one respondent appreciated the highly scheduled and organized nature of the tour, and valued knowing 'exactly what was going to happen.'

> **I:** *Okay. What did you value about your trip?* **R1:** Hm, I don't know. Probably that it was really organized and you knew exactly what was going to happen before you went up there and you knew right when you were going to get back and all that stuff, and just fun to be, I don't know. It was just a lot of fun. *(Day User Interview ID#205)*
>
> **R1:** Because I'd been in a small plane before, in a Cessna, with a four person, and flown around the area and I knew that it would be exciting for them, as compared to a huge jet where you don't feel the interaction of, you know, it's sort of scary when the turbulence comes and you drop and you're like, oh my gosh, but that's what I wanted them to feel… *(Day User Interview ID#207)*

I.B.14. *Photographic Opportunities*

Taking pictures was important to respondents. Interviewees talked about saving film for the best shots, looking for viewing opportunities opposite the sun to avoid glare in the pictures, and waiting for the best viewing angles. Effective pilots were those who could maneuver the plane to allow good photographic opportunities out both sides of the plane (or at least on the respondent's side). Both of the following interviews illustrate the tension between paying attention to photography and being able to fully appreciate an experience.

> **R1:** I took a whole roll of pictures and my wife, I don't know how many, we got maybe four or five pictures left on this one. I've got six left on this roll and I don't know what my wife has left on hers. But it was just ... **R2:** They say [inaudible] people take six rolls, so I guess we didn't do too good. **R1:** We didn't do good. **R2:** If you take so many pictures you miss, you know, you miss what you came to see I think. **R1:** Right, yeah. *(Day User Interview ID#212)*
>
> I think you were looking at them differently, too, and I was initially. Because we were looking for photographs so you look at things differently. It's not ooh, and ah, it's, would that make a good picture? *(Day User Interview ID#303)*

I.B.15. *Environmental Concern*

While some respondents talked about the impacts of the flightseeing activity on solitude and other elements of a wilderness-type experience, a few respondents struggled with concerns for other types of impacts. Day users who mentioned climber behavior generally felt that the camps and climbing areas looked clean. However as the following quote illustrates, some people viewed flightseeing as a more appropriate way to see the glacier backcountry than to be out there climbing, hiking, and 'touching' it. They worried about long-term impacts and scarring of the landscape caused by recreation use of ecologically sensitive areas.

> **I:** *Would you describe it as a national park experience?* **R:** Yeah. **I:** *How come?* **R:** Um, I don't know. I feel like it's, to me it's sort of a better way to do it. I mean, I look at the people who are up there, but it sort of bothers me that people are up there touching it. I'd rather people just fly up and around it. But, I don't know. I think it's one of those things people should do… **I:** *When you said it bothers you that people touch it, do you mean the climbers or the ...* **R:** Yeah, all of that kind of bothers me. **I:** *And the people landing?* **R:** Uh-huh… We saw a couple people right in the middle of the flat snowy area, which I guess is fine. But I asked about how many climbers were up there and he said probably 400 or 500 on any given day, climbing Mount McKinley, which seems like a lot of people. And when he was talking about how when tracks are made on whatever that marshland is called, that it could take years for it to go away. Anyway. **I:** *On the tundra?* **R:** Right. It's sort of depressing to think that people are out there doing things on it but it doesn't look like a whole lot… I would imagine the people around here get tired of it, but it's probably a way to make a living, too, so. And at least no one's getting out, generally. I guess way up high they are. *(Day User Interview ID#309)*

II.A. Multi-day User Qualitative Findings

There were 36 interviews in the multi-day user qualitative dataset. Twenty-four of the interviews were with individual respondents and twelve were conducted with a small group (2-3) of respondents. Respondents were from across the U.S. and abroad, including five interviews with Alaska residents and fifteen interviews that included at least one respondent from a foreign country. Most interviews were with males (31 interviews), who were unguided (28 interviews). Repondents' experience in Denali National Park varied, as did the size of the group they were traveling with. Only six of the interview groups did not land on the Kahiltna Glacier, and most respondents were climbing the West Buttress of Mount McKinley. Table two lists multi-day use qualitative interview respondent group characteristics. Each interview was assigned a sequential three-digit identification number (101-136) listed in the first column of Table two and used when referencing quotes in the analysis.

Table 2: Multi-day User Qualitative Interview Characteristics, Denali National Park Backcountry Fly-in Visitor Study, 2004.

ID	Interview Date	Respondents by Sex, (Age)	First Time to Denali	Residence	Climbing Group Size	Guided	Glacier Landing Zone	Climbing Area	Summit
101	5/24/2004	M (50s)	No	Vermont	4	No	Kantishna	Mt. McKinley, Muldrow Rt.	No
102	5/25/2004	M (30s), M (30s), M (30s)	Y, N, Y	England, NY, CA	8	Yes	Kahiltna	Mt. McKinley, West Butt.	No
103	5/25/2004	M (30s), M (30s)	Y, N	OR, NM	2	No	Kahiltna	Mt. Hunter, West Ridge	No
104	5/25/2004	M (30s)	No	Alaska	7	Yes	Pika	Pika Glacier, Course	
105	5/25/2004	M (20s)	Yes	Australia	7	Yes	Pika	Pika Glacier, Course	
106	5/26/2004	M (30s)	Yes	Ecuador	1	No	Kahiltna	Mt. McKinley, Messner	Yes
107	5/28/2004	M (20s), F (20s), M (20s)	Yes	UT, UT, WY	3	No	Kahiltna	Mt. McKinley, West Rib	Yes
108	5/28/2004	M (20s)	No	Idaho	1	No	Kahiltna	Mt. McKinley, West Butt.	Yes
109	5/29/2004	M (30s), M (30s)	Yes	NV, NV	2	No	Kahiltna	Mt. McKinley, West Rib	No
110	5/29/2004	M (30s), F (30s)	Yes	ID, ID	4	No	Kahiltna	Mt. McKinley, West Butt.	Y, N
111	6/15/2004	M (30s)	Yes	Colorado	6	Yes	Kahiltna	Mt. McKinley, West Butt.	No
112	6/15/2004	M (30s)	Yes	France	9	No	Kahiltna	Mt. McKinley, West Butt.	Yes
113	6/15/2004	M (60s)	Yes	Washington	5	No	Kahiltna	Mt. McKinley, West Butt.	No
114	6/15/2004	M (20s), M (20s)	No	Alaska	2	No	Ruth	West Pillar of the Eye Tooth	No
115	6/15/2004	M (30s)	Yes	Spain	4	No	Kahiltna	Mt. McKinley, West Butt.	Yes
116	6/16/2004	M (20s), M (20s)	N, Y	MT, MT	2	No	Kahiltna	Kahiltna Dome	
117	6/16/2004	F (30s), F (30s), F(30s)	N, N, Y	AK, AK, AK	3	No	Kahiltna	Mt. McKinley, West Butt.	No
118	6/16/2004	M (30s), M (30s), M (30s)	Y, Y, N	NY, NY, NY	3	No	Wonder Lake	Mt. McKinley, Muldrow Rt.	No
119	6/17/2005	M (30s)	No	Washington	9	Yes	Kahiltna	Mt. McKinley, West Butt.	No
120	6/17/2005	M (30s)	Yes	Poland	7	No	Kahiltna	Mt. McKinley, West Butt.	No
121	6/18/2004	M (50s)	No	Washington	2	No	Ruth	Eye Tooth	No
122	6/18/2004	M (40s), M (40s)	Yes	Belgium, Belgium	2	No	Kahiltna	Mt. McKinley, West Butt.	Yes
123	6/19/2004	M (50s)	Yes	Canada	6	Yes	Kahiltna	Kahiltna Glacier, Course	
124	6/19/2004	M (20s)	No	Alaska	2	No	Kahiltna	Mt. Foraker	No
125	6/19/2004	M (40s)	Yes	Nevada	4	No	Kahiltna	Mt. McKinley, West Butt.	No
126	6/23/2004	M (30s)	Yes	Czech Republic	2	no	Kahiltna	Mt. McKinley, West Butt.	No
127	6/24/2004	M (40s)	Yes	Wisconsin	5	Yes	Kahiltna	Mt. McKinley, West Rib	Yes
128	6/25/2004	M (40s)	No	Minnesota	2	No	Kahiltna	Mt. McKinley, West Butt.	No
129	6/26/2004	M (20s)	Yes	Missouri	4	No	Kahiltna	Mt. McKinley, West Butt.	Yes
130	6/26/2004	M (30s)	No	Czech Republic	3	No	Kahiltna	Mt. McKinley, West Butt.	Yes
131	6/26/2004	M (20s)	Yes	Canada	12	Yes	Kahiltna	Mt. McKinley, West Butt.	Yes
132	6/27/2004	F (20s)	No	Alaska	4	No	Kahiltna	Mt. McKinley, West Butt.	No
133	6/30/2004	M (20s)	Yes	Japan	1	No	Kahiltna	Mt. McKinley, West Butt.	Yes
134	6/30/2004	M (30s), M (30s)	Yes	Finland	2	No	Kahiltna	Mt. McKinley, West Butt.	Yes
135	6/30/2004	M (20s), M (20s)	Yes	England	2	No	Kahiltna	Mt. McKinley, West Butt.	Yes
136	6/30/2004	F (30s)	Yes	Japan	1	No	Kahiltna	Mt. McKinley, West Butt.	Yes

II.A. Multi-day Users: Experiences of Visitors (Objective Three)

This section reviews the analysis of multi-day users' qualitative responses concerning objective three. The third study objective was to *assess the importance of various aspects of the experience in the Ruth Amphitheater, Kahiltna Base Camp, Pika Glacier, Buckskin Glacier, Eldridge Glacier, and in the airspace over these areas of the park*.

II.A.1. *Air Flight*

One significant aspect of the Mount McKinley experience for multi-day users was the commercial flight in and out of the area they visited. The backcountry flight into Mount McKinley caused different emotions in different visitors:

> I cried. I cried on the way in and on the way out because I say, like, that experience of flying is just fantastic, just fantastic. I love it. (*Multi-day User Interview ID#106*)

> **R1:** Well, the most challenging part was the flight for me. **R2:** That was the crux of Beth's climb, having to sit in that airplane. **I:** *The flight in or the flight out?* **R1:** I hate flying. It's scary. The flight out was the worst. **R2:** We had a scary flight out, too. The weather was a little questionable on our way out and the pilot was talking us through how we were going to try to go through this pass and he was going to stick really far to the right in case he didn't like how it felt and he had to back out. And we're just like, it's starting to get bumpy and we're gripping going, in case you have to back out? Jesus! Can we not go there? Can we not talk about it at least? (*Multi-day User Interview ID#117*)

The sense of isolation was a part of the flight experience:

> I liked the kind of flying in because in the space of like an hour's journey you're completely isolated and you're kind of trapped on the mountain. I think that was quite good because it really, I know every other mountain range and stuff you can walk in and you've always got a little get out, where here you've got to ... (*Multi-day User Interview ID#135*)

Several interview respondents felt the backcountry flight made their visit worthwhile:

> I mean I got, he gave me shotgun on the flight in, which was a phenomenal flight. I thought the flight in was just mind-blowing really. It's still, you know, it's something you think about for a long time … And then the flight out was another phenomenal experience. I was telling him just yesterday, just the flight in and the flight out was worth all the time and trouble that it took to get here. (*Multi-day User Interview ID#103*)

> I would say even if you don't get to climb anything it's worth going there just to kind of tour around and see the peaks, you know, and see, because, I mean, it's one of the, and, you know, flight in and out is kind of like also very unique because other areas you really don't get to do it. You know, you have to hike in or, and so this is kind of also in itself, the flight in itself is kind of fun, you know, to fly over glacier, you know, and kind of look at it from the air. (*Multi-day User Interview ID#121*)

Some multi-day users felt it would be the most memorable part of their Denali experience:

> (*In response to which part of the experience would be most memorable*) **R:** I think the flight, the flight in and the flight out, yeah. That's absolutely incredible. You get the feeling you're just on the edge of the glacier, running so close to the other mountains and the fantastic view. That's the first time I've had it, you know. I've climbed mountains in 20, 30 countries. But Alaska is just very, very specific, very phenomenal. **I:** *So did they do a little tour before they actually landed you in base camp?* **R:** They didn't do a tour, but they explained a bit what was going on. This is this glacier. This is this mountain. They are very, very good at their job. I think the provision of everything that deals with the flight in and flight out I think is very professional. People work very well there. (*Multi-day User Interview ID#106*)

II.A.2. *Access*

Related to the commercial flight multi-day users took in and out of the specific area they were visiting, access itself into the Mount McKinley area was a significant part of the multi-day user experience. Several interview respondents felt that the current access *into* Mount McKinley made the area unique:

> (*In response to what makes the area unique*) **R1:** The access. **R2:** The access, yeah. It's accessible, but not easily accessible. If you want to go there you can get there. And there's not going to be a lot of people. (*Multi-day User Interview ID#114*)
>
> Well, I think that it's really unique in that you can get, if you're willing to pay the money you can get good access to it. And I can't think of anywhere else in the United States for sure that you can get that kind of, well, I shouldn't say that. There's places in Canada, you know, like the Lotus Flower Tower and all that stuff that you can get into. (*Multi-day User Interview ID#114*)
>
> (*In response to whether there is anything in particular that makes the area different from other parks or wilderness areas they've visited*) **R1:** The fact that you drive here, you jump on a plane, and you hit glacier straight away. **R2:** Yeah. **R1:** Everywhere else you have to walk in quite a distance before you hit the glacier on the mountain. This is straight, day one you're sitting on the glacier. **R2:**

> Yeah. **R1:** And you're there. Even though it's still another 17 miles away, you've already started to climb. (*Multi-day User Interview ID#102*)

The inaccessibility of the terrain once multi-day users had landed in the mountain area was also viewed as unique:

> (*In response to what makes the area unique*) **R:** Inaccessibility, definitely. **I:** *Even though you can get in there by plane?* **R:** Yeah. But still you can get in there by plane, but you might not be able to ski the mile that it takes to really get away, you know. Cause that's how it is, like you can fly in there and there could be a lot of people at a certain camp, airstrip. But if you ski a mile in some obscure direction, there's nobody. And, but it requires you to ski. It requires you to deal with the crevasses and all that that entails. So, yeah, you can fly in there. Like you can go fly into the Ruth and hop out of the airplane, go yeah, all right, I'm on the snow. But to really see the place you've got to have some skills and alternative modes of transportation, other than a motor, you know, you got to actually work to get places. That inaccessibility, you know, which is probably caused by the extremeness of the terrain, you know, is kind of, what does the trick really, I think. Like I said, in the U.S. it's all trails and there's people everywhere and the terrain's not that unforgiving. It's just easier for people to get there. (*Multi-day User Interview ID#104*)

The accessibility in and out of the mountain area experienced by multi-day users influenced their sense of remoteness:

> … it's difficult because you want to say it's a remote place. And it is a remote place, but you also have to remember that it's no more than five miles from an airplane. So in saying that it's really remote, it is and there's nothing around it, but an extraction's almost always possible. So you don't really get, I didn't really get that overwhelming sense of remoteness, per se, because I knew that I could walk a day and be out. Whereas I've done trips in the Alaska backcountry before that it would take over a week to walk out, or ten days to walk out. And, again, the remoteness is there. You don't really see or hear anything else besides climbers, but you do always have it in the back of your mind that you can get out at any time. So that was one thing I kind of took away. (*Multi-day User Interview ID#102*)

> It's pretty unique in terms of the surroundings and, you know, but you don't feel that remote because, you know, you just hop on the plane here and then you're there. I guess you can feel more remote when there's a big storm and you can't come out. (*Multi-day User Interview ID#131*)

II.A.3. *Remoteness*

A sense of remoteness, or isolation, was a dominant aspect of the multi-day user experience. For some interview respondents this sense of remoteness was caused by the glacial environment and lack of resources in the area:

> It's a different experience than most anywhere else in the world, the mountaineering there, unless you're in the Antarctic, because we've been mountaineering in Peru and Nepal and all over and there if the weather's crappy you can just go for a hike. Get your Gortex jacket on and go down to the village and sip some tea or go for a hike. But here you're on a glacier. You're camped out, so you have to probe out your little square area as big as this room and mark it out so, and you're not really allowed to go beyond it because there's crevasses hidden. That's the safer way to do it, I suppose. That's how we like to do it. But that's what makes it so different. You're just really isolated and you can't just go, oh, it's a bad weather day, let's go for a hike down to the village or, you know. You're not going anywhere. You're sitting in your little tent for, it's like being in your room for, or when you're sick and you're at home when you were a kid and you thought you wanted to not go to school and then you were sorry you stayed home because you were bored out of your mind. That's what it's like. (*Multi-day User Interview ID#103*)

> Yeah, you're pretty stranded straightaway. So it's quite fun knowing that, you know, you're separated, in a way, from all the kind of luxuries and stuff. (*Multi-day User Interview ID#135*)

Other interview respondents felt a sense of remoteness due to a lack of encounters with other visitors:

> Like I said, twenty-one days without seeing any other person or talking really with anyone else (*accessing Mount McKinley via the Muldrow Glacier*). I was in a four group and having all those decisions, out in the middle of nowhere. (*Multi-day User Interview ID#101*)

Multi-day users viewed the remote aspect of the Mount McKinley experience as different from other national park experiences:

> (*In response to whether there is anything that makes the area different from other national parks or wilderness areas*) **R:** Just the remoteness of it, I guess. You know, in the lower 48, which I'm used to, and my sister works in Yellowstone, like I said earlier, you know, those are parks that are used heavily by the public. This one I don't imagine is used heavily comparatively for its size and the number of people that come there. I think it's a lot different in that respect. (*Multi-day User Interview ID#113*)

> … it's probably the wildest place in North America as far as the, you know, even though you have planes flying in. But I'm just saying, like, when the storm hits and there's, I mean, you're so isolated then that it's just, you know, you're miles and miles and miles away from, you don't have cars going in and out. Any other park, you know, it's way more accessible than this. And definitely, as far as like wilderness, it's by far the most, you know, remote place you can, you know, maybe like St. Elias or any of those ranges here in, like Alaska, or maybe Coastal Range in B.C., but pretty much, you know, this is like as far as you can get away from any civilization as you can. So definitely, like, as far as the park, you know. I mean you're so out there. (*Multi-day User Interview ID#121*)

Some multi-day users felt their sense of remoteness was enhanced when visiting a section of the Mount McKinley area away from the West Buttress:

> **I:** *So you feel like there's opportunities to get away out there.* **R1:** Oh, absolutely. Yeah. And that's why we do. We land in there. You know, I've landed at Kahiltna base when I was the very first person of the year there. And then I've also been there when there's 300 people there. But you ski down the glacier and the next thing, you look around and, like I said, there's nobody over there. You feel really, you feel remote. **R2:** The only thing we had visit us is there's little birds on the glacier that fly around. They came into the tent twice, flew around. **I:** *Inside your tent?* **R2:** Yeah. But that was about all that we experienced were birds. Two other guys, like we said were taking a look at the route also, but yeah, it was completely quiet. (*Multi-day User Interview ID#103*)

> **R:** Well, Denali is different than guiding in the surrounding areas around Denali because it's a whole different scene, you know, there's a lot of people on there. But when you get away from that epicenter it's really unique because you're pretty much on your own. There's nobody else around, you know, if you fly to a different glacier outside Kahiltna base camp you might see one party or something like that. Pretty much you're entirely self-sufficient and there's not a lot of other places in the country that are that remote, that you actually feel like you're out there on your own. Like I've guided in the Tetons and I've climbed all over the United States and also in the Himalayas and stuff. But there's no, that's what this place is all about is pure remoteness. There's nowhere in America that's truly remote anymore. That's what Denali's all about, is you feel like you're truly out there. **I:** *If you get away from McKinley though?* **R:** Yeah. McKinley's kind of like it's own separate little microclimate, if you will. (*Multi-day User Interview ID#104*)

II.A.4. *Self-Reliance*

Closely related to the experience of remoteness in the Mount McKinley area was the sensation of self-reliance experienced by several multi-day users. This experience of self-reliance was both rewarding and challenging:

> The walk on the glacier was absolutely fantastic. Hauling your own sled, you being auto sufficient. It was very, very nice. One of the most beautiful experiences I ever, and also the hardest one I ever had. (*Multi-day User Interview ID#106*)

> **I:** *Overall how much did you enjoy your trip?* **R:** I think it's one of those things that you'd never take it away. You'd never say, oh, I wouldn't, you know, I mean, it's an awesome experience. And to know that you can go out and live, you know, and get by with everything, you know, you brought out there for three and a half weeks, I mean, it's a good thing to know in the back of your mind. I mean winter camping's not an easy thing. And so I think it's one of those, you know, you enjoy in retrospect. I mean there were definitely times when I was, you know you remind yourself, oh, this is awesome. But I think like Todd said, it's so, the comforts are few and it's cold and all those things. So it's hard at the time to actually sit back and say, oh, this is really awesome. But in retrospect I wouldn't, I'm so glad I was up there and had that experience. (*Multi-day User Interview ID#110*)

Multi-day users experience of self-reliance was often a result of inadequate resources, such as accurate route descriptions, weather forecasts, and communications:

> **R1:** We felt like there wasn't a very good description of the route that we went on. **R2:** Oh yeah. The guy's 500 vertical feet off on everything, I swear. **R3:** So we had to use our GPS and get accuracy down to 20 feet. That's pretty much the best we got, sometimes 15 feet. So, yeah, we pretty much confirmed via satellite that the guide was totally wrong on everything. **R1:** Uh-huh (affirmative response). **R2:** Well, top of the coulior's right. Maybe the Apex Camp, we never found out. But like the next camp up there in between … **R3:** Everything after that wasn't correct. **R2:** Everything after that was at least 500 feet off, vertical feet, not just ... **R3:** Which is a big deal. **R2:** Oh yeah, it's big. And, like we were at 16,500, you know, and then, like, what? It took us five hours to get to 17,000 or something, just because of the couloir you had to go through. **R3:** But at the same time that that was kind of a hardship, I think it was kind of cool, too, because we were totally self-sufficient. We just had to, it was kind of like, you basically had to pioneer it, you know. I mean not really, but you just had to say, well, can't go off the guidebook description, which is how it looks. **R1:** Uh-huh (affirmative response). **R3:** And so it was kind of cool. We felt really self-sufficient. **R2:** We picked the camps, too. Like, we'd be like I bet you that's it up there and we'd be right. Even though the guidebook would say lower or wherever. (*Multi-day User Interview ID#107*)

> **R1:** … the weather forecast is not reliable. **R2:** Yeah. **R1:** And so you just have to look to the sky by self and have to make your own decisions there. Because if they say a storm is coming, maybe it's a sunny day after all and if they say it's a sunny day it could be a major storm. So it's, you just have to make your own

> decisions. **R2:** You can't count on the weather reports. (*Multi-day User Interview ID#134*)
>
> **R1:** The crazy thing is there's like, from, what, after we left up the Northeast Fork we had no possible way of communicating with anyone until we reached 16,000. So that's, what, like 6,000 vertical feet and like we were out, if anything ever happened it was completely on us. We had our CBs, but ... **R2:** It didn't work. **R1:** We could not get anybody, I mean we never heard the weather report, never heard any planes talking on it or anything like that. And like there's not many places where you can be, like, completely like that. You know it's like, it's all on you. It's all on your shoulders. Anything happens, it's on your shoulders right there, right then. You know, you're, it's all … **R2:** And we kind of played out scenarios, too. So if I got hurt, what would you guys do? They're like uh, I guess carry you somewhere. **R1:** I'd be like, I'd put you in a sled and I'd haul you to 16,000, then take you down to 14,000 because there's no way I was going through the Northeast Fork again. So, but it's cool. (*Multi-day User Interview ID#107*)

For multi-day users visiting sections (i.e., Ruth Gorge) of the backcountry away from the main mountain area, the experience of self-reliance was based on the uncertainty of rescues:

> … you have to be self-reliant out there. I mean I know that rescue is becoming more and more an option. But you're still on your own out there. You make your own decisions and you're just dealing with the mountains all the time. That's what's calling the shots. You know, when you try and go against the grain there you just get smacked. (*Multi-day User Interview ID#114*)
>
> And, you know, that's the part of it you've got to remember when you climb, you know, there's no rescues. You know, there's just like you're on your own. I mean, there were two other parties, you know, in a whole, climbing parties in that whole area. So it's like definitely, and it's wild, way wilder than Denali itself. (*Multi-day User Interview ID#121*)

For other users it was based on having to work together as a team with the resources available to overcome challenging circumstances:

> **R1:** Being on the rope and with two people who I trust, it's comforting, you know. You don't feel so worried about it or scared about it, you know, especially when the scenario plays out. I mean, he fell in a few times and we didn't have any problems dealing with it. **R2:** Yeah. **R1:** That was a good confidence builder. (*Multi-day User Interview ID#116*)
>
> I know there were a couple of moments where, when we came down from 17,000 it was really windy up Buttress before we got to the fixed lines and a couple ladies on the trip felt like they were going to be blown off the ridge, so they were pretty scared. And we had to do some rope management to mitigate that, make them feel comfortable. They're definitely excited afterwards. When they were down, it was

> like, wow, that was intense. And being with somebody in that kind of a situation, helping them feel more comfortable and get through it, it's a pretty cool experience. (*Multi-day User Interview ID#119*)

II.A.5. *Challenge/Risk*

In relation to the remoteness of the mountain area and the need to be self-reliant, multi-day users' backcountry experiences included elements of both challenge and risk. Interview respondents often described their experience of challenge in terms of the harsh conditions that characterize the Mount McKinley environment:

> As a mountain guide I can say that Denali's not a mountain for beginners. I don't think people can go just like to get started on a mountain to Denali because it's very hard weather, very hard conditions. And you need to be prepared and have an experience that you acquired prior to the trip if you want to have a good experience. I think so. (*Multi-day User Interview ID#106*)

> **R1:** Yeah. There's a lot of elements there, you know. Especially if you're climbing, you know, you have to be able to, you know, survive out there and climb and ... **R2:** A lot more objective hazards. **R1:** Yeah. **R2:** You know, crevasses and avalanches, and weather, and, you know, just all kinds of stuff. (*Multi-day User Interview ID#114*)

> The cold, the wind, the vast nothingness, you know, just, sort of isolation from everything and then the physical effect of only getting about half as much air with a breath that you normally do down here at sea level make it, make you wonder whether you're going to actually be able to get out of there or not. It's quite, it's an interesting experience, which is actually one of the reasons we did it. You know, we needed to have that experience, see what that was like. (*Multi-day User Interview ID#113*)

The amount of time and physical effort required to climb the mountain also contributed to the challenge for multi-day users:

> You got to be tough, I think. And it's just a, it's long, I think, more than any other climb. That's one of the tougher things, too. It's just like the time it takes from, to move up that mountain and the loads you have to carry if you're going to spend three weeks. I mean there were days just, you know, we each pulled 150 pounds from the get-go and that's a lot … that's a lot of weight to slug up a mountain. (*Multi-day User Interview ID#110*)

> Just the physical, the amount of effort it takes to get up this mountain is just amazing, the amount of work. You know the carrying it sort of, ten days into it we're just basically getting onto the route because we've been taking loads up and down all this time. So, and the altitude and the weather and challenges of living

> three people in a small tent, all that kind of stuff, so yeah. But it just, what really strikes me is the amount of work it takes to climb this mountain … I expected it to be very hard. But until you actually go through it you don't think of all the details of the difficulty. And those are the kinds of things that hit us every day, just the difficulty in doing everything. I mean, I've done it, but not for 22 days before or 20 or whatever our trip was, yeah, 19, something like that. (*Multi-day User Interview ID#127*)

The challenges experienced by multi-day users in the mountain area often resulted in recognized hazardous risks:

> You know, going up 5,000 feet, one of my biggest problems was that one of my water bottles froze, even though I had them on like neoprene things and inside of my body. So I did the climb without water. I did 14 hours without water. And that, I guess, is why my nose kind of peeled a bit. So there is need to advise maybe. That's one thing I wasn't advised. I remember, on the chat here is take care on summit day with the water. Be very careful how you carry it and maybe a thermos should be very, very important to tell people, even if it's a little more weight, you don't want a plastic bottle. It's worth it. (*Multi-day User Interview ID#106*)

> **R1:** … we arrived back at the Denali Pass … and there was so much wind and we couldn't see about five or ten meters. And John's bill was frozen so he was blind. **R2:** My glasses were frozen so I was blind, like marching down. So a certain moment I fell down but I have to stop at the Pig Hill so we don't make a fall on the Denali Pass. **R1:** Yeah, it was, we couldn't stay at the Denali Pass so we must get down. It was very hard and there are certain moments I heard John yelling and the next second I was flying in the air … because he fell at Denali Pass. But he had the right reaction to stop the fall with his ice axe. So we laid down in the snow with our face in the snow for a few minutes. Then I went back up to the trail and descend about what did we? Twenty-three hours in the evening we were back at the high camp. (*Multi-day User Interview ID#122*)

> But the, our misery threshold kept on getting a little higher (*during a windstorm at the Apex camp*) and there's always the possibility the tents are going to go and we're going to be in a snow cave and that we could be in the snow. I've done a lot of mountaineering reading, you know, and people get stuck in snow caves for a week with four days of food and they make it home but they're very, very miserable and hungry. So that was sort of in the back of my mind, this could be really, really, really bad and uncomfortable. (*Multi-day User Interview ID#127*)

Due to the challenge and risk experienced by multi-day users in the mountain area, several interview respondents felt that certain skills and experience are needed to travel in the Denali backcountry:

> **R1:** Well, I said this on the trip. There's only about a dozen people that I know that I think are capable of even getting back there at least two miles (*accessing Mount McKinley via the Muldrow Glacier*). It's kind of rugged. I mean, it's going to take a toll on you mentally. There's, the trail is unmaintained. You can lose it very easily. There's a lot of brush. There's a lot of mosquitoes. It's very difficult to sleep due to the sun never setting, so you're constantly going to be hot and uncomfortable. It's basically a trip that you're not going out there to relax. It's a trip that's going to test you. So if someone wanted to do that then they're really submissive, I would have to say. They're looking for some pain. And that's probably the reason why not too many people go back there. (*Multi-day User Interview ID#118*)
>
> **R:** You know, enormous glaciers, enormous crevasses. You better have your trip dialed in before you go. Better know what you're doing because it's wonderful but it's also, it can be really dangerous. **I:** *Were there times when you felt, really felt that danger?* **R:** Well, I mean, we did everything right to mitigate the danger, I mean it's always there. You know, but we were roped. Everybody had, knew what to do. Never left any slack in the rope, so. No, I mean, I felt safe the whole time. But you better be experienced in glacier travel and crevasse rescue and kind of those alpine skills before you head up there. It's not just a hike. (*Multi-day User Interview ID#111*)
>
> **R1:** It shouldn't be underestimated either. **R2:** Yeah. **R1:** Because so many people do it, you start to think, oh, this is easy. But as we saw the other day, someone died and people die on it, so. **R2:** There's a big physical effort. **R1:** I think people do underestimate it when you're on there because there's just so many people. Just think, oh it's easy, we'll walk up this, but it is quite dangerous. (*Multi-day User Interview ID#135*)

II.A.6. *Medical Issues and Rescues*

Multi-day users' experience of challenge and risk in the mountain area often resulted from medical issues they experienced or rescue operations that involved them. Several interview respondents described their experience of medical ailments that either they or their team members suffered:

> It was just arduous, like two hours to climb the final little bit and I was dry heaving. Retrospectively I should have said I'm staying here but it seemed so close and I didn't want to disappoint the other client. So I got to the top. Stayed there for about five minutes. There was no visibility. I just wanted to get down. I wanted to get to lower altitude. So we cruised down. We headed across the plateau very quickly, picked up our packs. At that point I realized I was a little bit ataxic, I think that's the word … And I was just, my coordination was off a bit, I didn't feel right. So we sort of had an arduous descent. The other guy, client who

> was with us was not, I don't think he had specific AMS symptoms but he was very dehydrated and very tired. (*Multi-day User Interview ID#127*)
>
> We left on the 22nd, that morning, for the summit. Then we went in, we got within about 400 feet. The weather was really bad and we were getting some rails and stuff from my partner, his chest was having a little bit of difficulty, and I was, too. And I really felt like we should have gone back down. And so it was kind of disappointing to turn around and be shy. But it was a really good push. We were out for about 30 hours then, from 14,200 back to 14,200. We stopped and then ate at 17,200, but the weather was coming in. And we got back down to 14,200 at like 2:00 a.m. He was starting to hallucinate and stuff and I was getting a little nervous for the two of us, just because it was the trip back, you know, we kept thinking gotta get back down this thing, read too many stories, you know, so. (*Multi-day User Interview ID#128*)
>
> It was very warm so we were already planning to just go immediately to night schedule. And we started relaying our loads and late on the third day moved camp to the base of Ski Hill and woke up on the fourth day ready to start shuttling loads up, and our team leader had a kidney stone. So it was, we were just waiting, then, to come out. (*Multi-day User Interview ID#132*)

A significant aspect of experiencing medical ailments was making the decision to turn back from the summit:

> At 17 I didn't, after three days there, we went down and picked up the cache that we'd left down at 16,600 after three days there. I didn't feel very well and started thinking, you know, maybe I wasn't going to be able to make it to the top. And so we sort of changed plans. Split the group up. Three of us decided after the fifth day to go for the summit. The other two, myself and one of our other guys decided that I'd better get down, and we got down to 14. A day later they arrived back at 14 and three of us made it and two of us didn't and we all had a pretty good time…. My only regret is the one guy that I pulled down who didn't get a chance to go up for the summit because he stayed with me. (*Multi-day User Interview ID#113*)
>
> **R:** I did get a little AMS, like I mentioned before, so that was a negative. But I battled through that and recovered mostly. It must have been mild because I didn't have to descend, but at the 14 camp I was weaker than I'd like to be … On top of Motorcycle Hill I got dizzy, really dizzy, nauseated and kind of a five out of ten headache. And I took about an hour up there and got warmed up and drank a bunch and the whole team kind of pulled together and decided that I could go up because at that point it was just the headache, maybe three out of ten. And so we monitored that. Prepared to take me back down to 11, but I made it to 14. But then never really got what I consider to be fully acclimatized. My hikes above 14 I felt, like, kind of weak. So like I said, I just decided that that was it for me and let my team go ahead without me because they were all stronger. **I:** *How did you feel*

about that? **R:** You know, it's mixed emotions. I mean I'd hoped to make it to the top and trained pretty hard to do it, but at the same time you just have to accept it happens and I walked away with a smile on my face knowing I had a great two week adventure in the Alaska Range. I got to see some cool stuff. So, mixed emotions. (*Multi-day User Interview ID#111*)

An extreme medical incident, the death of a climber on the mountain, was a meaningful experience for some multi-day users:

> **I:** *What was that like to see somebody injured when you're climbing the mountain?* **R1:** Well, I think it reminds of the nature of the hobby. That something can happen and it could be you. You never know. **R2:** And I think that was just some sickness or something, so no real damage done. But as we know, there was a group just behind us when we descended the mountain, got hit by a rock fall and that was a fatal accident, so that reminds us all of the dangers of this climbing and this mountain. It's a pretty safe route, but anything can happen. (*Multi-day User Interview ID#134*)

> **I:** *What was the worst part of your trip?* **R:** Worst part. When I hear, when I heard about the accident at the Windy Corner when I arrived at the landing point. Because, you know, when I climbed up and the people who encouraged me and made my dream come true, died in that mountain. I didn't, I don't know who, but one of the persons who encouraged me, yes, passed away. Yes. I think that's the worst point. (*Multi-day User Interview ID#136*)

Being involved in rescue operations or involved in other medical incidents was also a meaningful experience, sometimes offering humbling rewards to those multi-day users capable of contributing:

> **R1:** And I think the rescue that we were involved with, two of our partners were involved with the first rescue, then we all helped out with the second rescue. This guy should have died and I think that was great just to be a part of, you know, for all the teamwork and all the effort that was put in and to save some guy's life. **I:** *Yeah, how did you feel about being a part of that?* **R1:** Felt good. The Park Service people running the show were just great to work with. **R2:** Yeah. And from a medical perspective it was pretty interesting for us, too, and being docs ourselves and then just realizing the whole other wilderness element and, you know, how limited you are. It's pretty humbling. **R1:** Yeah. **R2:** So it was quite an experience. (*Multi-day User Interview ID#110*)

> **R1:** John Loomis, yeah, it was John Loomis, one of the rangers there, asked us if, again, because there were such small groups, so he asked us and those around us if we wanted to take part in a rescue. And we said sure, absolutely. **R2:** Yeah. It was satisfying, actually. **R1:** Yeah. **R2:** You felt good when you got done with it, actually, I mean, both of them. You get up there, you know, you got your main purpose, as I said, is to summit. But getting up there and having the privilege of

> being asked to help in a rescue sort of quantifies your experience and it was, actually, when it was all done and over with and you felt you got him down, it's like, this was ... **R1:** Rewarding. **R2:** Rewarding. Very rewarding. It felt good. It felt good. We're both in public service, you know, so it goes right up our alley, so it was actually really nice, actually really nice. (*Multi-day User Interview ID#109*)

II.A.7. *Community*

Another significant aspect of the multi-day user experience in the Mount McKinley area was a sense of community amongst those who were climbing the West Buttress route along the mountain. Interviewees described what it meant to be part of an international climbing community:

> **R1:** The overall experience was one that you probably won't forget anytime soon because, I mean, we came here to climb the mountain. But in the end we ended up making a lot of new friends. **R2:** Yeah. **R1:** And that was probably the best part about the whole trip. And it was the timing that we got there and so early in the climbing season that we're able to, you know, the groups, the friends that we met were tight. (*Multi-day User Interview ID#109*)
>
> And for me one of the best parts was talking to all the different climbers. That's something I'll always remember, all those strange people out there. (*Multi-day User Interview ID#110*)
>
> **I:** *What would you say was the best part of your trip?* **R:** Getting to know everybody, just the little community that we created. We had a lot of fun. We have a group dining tent. Every night and every morning we have breakfast and dinner and we hang out in there and, for the mountain it's pretty comfortable. And we had a lot laughs and a lot of jokes and people would come over and visit. It's like this little community center and so we're always having neighbors knocking on the door and we've got climbers from all over the world. Some people bring their guitars and you just never know what you're going to see … Yeah, I would say just getting to know people on a different level that you just don't, you don't have that in everyday life. (*Multi-day User Interview ID#119*)

This sense of community was enhanced by a shared goal and vision to reach the summit of Mount McKinley:

> And everybody, it's kind of funny how, like, the community kind of feeds off each other. You know if everybody's going to go tomorrow, then everybody's going to go and it doesn't really matter if everybody's thinking that, boy, it's going to be bad tomorrow and nobody really goes anywhere, you know. The weather's bad, everyone's staying here. And so it's kind of nice in that way, that everybody kind of, it's not only your own personal opinion on what's going on tomorrow. It's what, you kind of get the input from 40 different, you know, a few

> different people, like maybe ten different people. And then you kind of can take their judgment into your own judgment and then, like, kind of shuffle that around and then kind of figure out what you're going to do with the next day and a lot of times just ended up sitting, but … (*Multi-day User Interview ID#108*)

> Best part of my trip. Probably the people, no matter if morale was high or low. I think probably just like, just in general the people that were up there and everybody sort of shooting for the same goal and everybody sitting through the same storms and everybody doing kind of, everyone's sort of on the same page doing the same things because that's what, that's what the environment provoked of us to have to do, you know, to keep ourselves safe kind of a thing. And I think just the people is like a good time. There's lots of, tons of interesting people from all over the place that all are sort of there for the same, have the same bottom line interests. But everybody's coming from, you know, miles and miles apart, both physically and mentally, spiritually, whatever you want to call it. Just sort of what I was getting at. Everyone's there for the same goal, but everybody's got their own personal, like, ideas behind it or whatever. And so I would probably say for sure the people are, just the people that you meet when you're out there, I think that's one of the funnest parts. (*Multi-day User Interview ID#108*)

As a result of this sense of community, interview respondents expressed appreciation in being able to call upon others for aid on the mountain:

> And, well, when I arrived at the camp 11,000 I had to, camp 17,000 I had to find place to stay with big wall, I thought, but thanks for some Japanese friends who I met in the mountain, they helped me. I mean, they almost finished their own place, but they get wide their place and put me in there, so I could be with some Japanese guys. And I could have a place that has a strong walls. (*Multi-day User Interview ID#136*)

> I think the friends we made made it a lot better. It was just really good to talk to someone else that's doing the same thing and get advice from them and that made it really, really fun. (*Multi-day User Interview ID#135*)

> Big kind of team atmosphere at each camp, because everyone's trying to do the same thing. You're all trying to help each other and stuff, and, you know, if you've got any more information on it or on the weather and things people always want to know and get your advice or ... (*Multi-day User Interview ID#135*)

This sense of community also made some multi-day users more mindful of their actions and the impact it would have upon other climbers:

> You're dealing with weather and you're dealing with each other. You know, I was thinking about other people, but the decisions that you're making are having an implication on others, whether it's going to be eat or go to the bathroom or if you're going to get sick or make sure you take your medicine. All those things. You know, you always have to think about what impact is this going to have on

> not just your other teammate but to other people. Is somebody going to have to come and save our ass because we're doing something stupid? Or are we, you know, all of a sudden we were watching, we were watching the solo guy go up. This is somebody else. And I looked at these two Brits that were going to go up and I said, you might have a liability on your hands. You know, then all of a sudden, just thinking about what his decision and the implications that were going to be on somebody else. That's something I guess I really push for with my students and stuff, so that's something I'm trying to think about, not necessarily being out, you know, the pole bearer for that, but it's just something that I'm cognizant of and watching other people and thinking, are they really concerned about the implications they might have on other people. (*Multi-day User Interview ID#128*)

II.A.8. *Group Dynamics*

The dynamics within each individual group was also an important part of the experience for multi-day users. Interview respondents described the challenge of working within the dynamics of their specific group:

> Worst part of the trip. Well, I say, like with all guiding trips there's always unequal skill levels and strength levels, so we have to deal with that. You know, you're in a team. You always have to go the slowest or what the skills are of the group, so, you know, the slowest person is the pace of the whole group and sometimes decisions are made because of one person and you're not quite happy about the decision. But, you know, that's the way the cookie crumbles, you know. (*Multi-day User Interview ID#131*)

> **I:** *What was this trip like compared to your other climbing experiences?* **R:** Oh, nothing like any other …This one was, I don't know how many days, but probably 17, 18, 19 days with the same group of five people together and it is a whole different experience for that many days. It's hard keeping the group together, except that we had been doing it for long enough and understood the need to keep the group together and functioning on the same level so that we wouldn't sort of disintegrate out there. And lots of people do. And we saw it out there. But our group mentally worked on that and actually did a real good job of it, I think. (*Multi-day User Interview ID#113*)

For some multi-day users, the dynamics of their group made for a positive experience:

> **I:** *Which part of your trip will be most memorable?* **R:** For me, just hanging out with Todd. He's a good guy to be in there with. (*Multi-day User Interview ID#114*)

> I had a good group of people, so that helps as far as working (*as a guide*) out there. People pretty much make the trip, I guess. You know, the weather comes

> and goes. You can just deal with that. But I had good folks. (*Multi-day User Interview ID#104*)

> **R1:** We fell in love. **R2:** We want to do a girls trip every year now. **R1:** It was really cool because I was the one in the middle and I asked my two friends who hadn't met until right before the trip. And so it was just so lucky that they love each other. **R3:** So we didn't know each other. **R2:** It was perfect. The dynamics were really, really good. **R3:** Yeah, it was good. **R2:** Yeah. We all dealt with each other's little grumpinesses and, you know, our little breakdowns and we did really good that way. (*Multi-day User Interview ID#117*)

The dynamics within some groups even served as a motivator for their visit to Mount McKinley:

> **I:** *So living in Talkeetna and being an Alaska resident, how come you decided now to go do Denali? What moved you?* **R:** Well, this group was really neat. The team leader, actually, is a really neat, adventurous type. She rowed a boat solo across the Atlantic Ocean a few years ago and has done some amazing ski trips and mountaineering trips and that. So, and then the woman that I knew from Eagle River, (name omitted), who invited me, is a very, very nice person and a lot of fun to hang out with. So I figured it would just be a nice month of good company, inspiring company, and beautiful area. (*Multi-day User Interview ID#132*)

> **R1:** We had a hula-hoop that broke down into three pieces and we each carried a piece of it. And we'd break it out at camp and hula-hoop. Our goal was to bring it to the summit, and we made it to as high as 19,000 with the hula-hoop. **I:** *Great.* **R2:** We wanted to be the first ladies to hula-hoop on the summit. (*Multi-day User Interview ID#117*)

For other interview respondents, the dynamics of their group made for a negative experience:

> **I:** *So what would you say was the worst part?* **R:** I'd say the other three guys for me. The people were great. The park was great. The animals were fantastic. The scenery was beautiful. The mosquitoes were annoying, but they could be dealt with because you're out in this gorgeous setting. I'd say having to deal with people that weren't up for what they said they would be was the worst part for me. (*Multi-day User Interview ID#118*)

> **R1:** There was these two guys, and one of them got sick from altitude and went down and the other guy asked if he could join our group. And we had a three-person tent and we can't, none of us can say no very easily. And so we said yes, probably a little bit too soon. **R2:** Too fast. **R1:** And we brought him up to 17 with us in our little three-person tent and it didn't work out very well. Like he didn't take care of himself very well or, our dynamic felt like it was breaking up a little bit, and it wasn't just the three of us anymore, and it wasn't just a women's

> group. And that was the hardest thing that we had to deal with on that trip, was figuring out ... **R3:** How to get rid of him. **R1:** How to get rid of him in a nice way so that we could have our trip back to ourselves. (*Multi-day User Interview ID#117*)
>
> **I:** *What would you say was the worst part?* **R:** The weather and some interpersonal problems. But that was our problem, not anything the Park Service can do anything about. (*Multi-day User Interview ID#125*)

Multi-day users also commented on the male/female dynamic within groups and how it influenced the experience:

> **I:** *How does that dynamic work with men and women?* **R:** Great. Much prefer it. Ladies really help the group dynamic. **I:** *How so?* **R:** Well, if it's just guys, there's a different sort of bonding that goes on. But, how to put it into words … guys tend to be just a little more egocentric and more about the summit and a little bit less about the experience, a little more serious. This is stereotyping to a certain extent, but still, more serious. A little less laughable. Women just bring a different energy and it helps balance the group out, definitely. It's an interesting thing to think about, actually why that is. (*Multi-day User Interview ID#119*)
>
> **I:** *Did you think there was anything unique about being an all-woman team?* **R:** Oh, sure. Well, it's not unique but it's unusual. Yeah. And the interactions are definitely different, you know, the group dynamics are different, so. **I:** *How do you think it's different?* **R:** Well, just in general I think they think before they speak a little more. You know, there's a lot more harsh words said in a male group, I've noticed, just in doing different courses and travels, you know, ski trips and that. After they've been together for several days, I think they'll tend to let off some steam a little more easily than ladies will toward each other. And, you know, I don't know. I mean very shared in responsibility and leadership. (*Multi-day User Interview ID#132*)

II.A.9. *Learning*

The ability to use the mountain area as a classroom for teaching and learning mountaineering skills, ethics, and history was a meaningful aspect of multi-day users' experiences. Some interview respondents who had served as guides and/or instructors for a group of multi-day users described teaching in the Mount McKinley environment:

> Like I said, it was an instructional trip. So when we landed we built our base camp, and I teach opportunistically, so as we're doing all that I teach them about their tents and cooking. So usually you go in, you guild base camp, show them how to lay out a camp and then put up their tent and then teach them how to cook. And then from then on over the course of the trip I have a certain curriculum that I have that I have to teach. And when the weather permits you go hammer on your

> curriculum, teaching crevasse rescue and mountaineering skills. And then after that, after you get done with a certain amount of curriculum then you can try to climb some stuff. So we went rock climbing on one of the cliffs in there. Then tried some alpine climbing, but the conditions weren't that good. (*Multi-day User Interview ID#104*)
>
> **R:** I like to do a lot of teaching. Every day a little bit at least. Because one of my big things for the trip is I want people to be learning, feel like they're learning something new as part of their experience. Ideally something they wanted to learn … **I:** *Do you feel like Denali's a good place to teach people and for them to learn?* **R:** Yes and no. I feel like Denali is a very good place to teach some things, but also a very difficult environment at times to do that. So I guess the way I'd put it is, yeah, it's a good place to teach, but it's also a very challenging place to teach. So sometimes that is, it's always fulfilling, but sometimes it's a lot harder than you thought it might be. So to get things across or just to teach while you're out there … because of the environment and what it asks of people. Self-care is huge. For some people, in certain situations it's all they can do just to take care of themselves and be warm and be well fed and be hydrated. It's not like sitting in a classroom where you're comfortable and you can turn on your brain pretty easily. (*Multi-day User Interview ID#119*)

Other interview respondents described what it was like to learn mountaineering skills in the Mount McKinley environment:

> **I:** *So can you describe to me the trips that you went on?* **R:** God. The first one, we went to the Ramparts. Ten people. Basic mountaineering course. And basically just learnt how to live in a glaciated environment. Learned how to be safe in a glaciated environment. Learned how to climb. You know, winter camping. Clean, leave no trace ethics and, you know, I mean it was flying, 12 hours a day, 14 hours a day for 12 days. So, you know, we were just like, du, du, du, du (sound of rapidity). (*Multi-day User Interview ID#105*)
>
> **I:** *So what was it like having a guide, guides?* **R:** It was good. Like, I didn't think of other, I thought of it before doing it on my own with some friends that knew how, but it didn't quite work out with them, so my only other option was, you know, do it with a guide group because I didn't know what, exactly what to expect, but, you know, there's a reputation of Denali being really a big mountain, and for me, I'm only 22 years old, so my experiences in the mountain are quite limited. But I felt like I was one of the strongest person's on the team of clients, in terms of skills and strength. And I've learned a lot from this trip, to move on, you know, to do other climbs on my own and I really had fun being on a guided trip because it puts my confidence level of doing things on my own to a higher level for next time because it's a bad mountain to learn, start learning. **I:** *A bad mountain?* **R:** Well, it's just that you want to have your stuff dialed and you want to know what you're doing all the time, so having a guide there is sort of guiding you on what to do in terms of food and technical stuff. So it's good to, you know,

> in terms of learning with a guide, learning, if you're on your own it's kind of, you know, it's kind of a hard thing. (*Multi-day User Interview ID#131*)

One particular interview respondent spoke to the significance of experiential learning about the area's mountaineering history:

> But I was thinking today that the early explorers in the area were there for years and years and years exploring this before they even made it to the base of the mountain, so it's something to think about, following in their footsteps, this being the traditional route up the mountain, the first one, where the first descent was made and what those guys went through the first time up through there. And it's pretty incredible to see it firsthand. (*Multi-day User Interview ID#118*)

> And this pass was found by a guy, a dogsledder that worked for the post office and, at the turn of the century, named Charlie McGonagall, who discovered this pass, which, at the time, was the only way into the mountain before airplanes. And they could use dogsleds or pack horses to get gear onto the glacier through this pass. And to walk up through the pass and finally have the whole mountain revealed in front of me as I was standing there, it was kind of a revelation in realizing this trip wasn't a failure at all but actually quite a tremendous success in that able to go that far and see that route and be assured that we could do it again another time and have a good time doing it because it's a beautiful hike over historically significant grounds in a pretty adventurous setting. So, yeah, it was really nice to be out on my own and actually see that place for the first time. (*Multi-day User Interview ID#118*)

II.A.10. *Weather*

One of the most important aspects of the multi-day user experience in the mountain area was the weather. Several interview respondents thought that the weather they experienced was unique to the area:

> **I:** *So what was this trip like, compared to other climbing trips you guys have done?* **R1:** Epic. **R2:** Yeah. **R1:** I've never seen such bad weather or such committing weather, I'd say. Yet you had to climb through it to get to the next camp. You couldn't just camp wherever you wanted. I think that was, the exposure was probably, yeah, that's a better word for it. (*Multi-day User Interview ID#107*)

> This is pretty intense. I've gone to Argentina to climb and gone to Mexico to climb. This is pretty intense. Certainly the worst weather mountain I've ever been on. It's a certainly bad weather mountain. (*Multi-day User Interview ID#125*)

> You know, I wrote that in my journal, I wish you could smell this. You know, I wish you could experience the cold, the warm, the humidity, the dry, the chapped

> lips, you know, the whole thing. And that's all part of it. I don't know if necessarily coming in here, landing in an airplane, looking at it and going ooh and taking off again is it. I think you got to get wet and get stinky and, you know. (*Multi-day User Interview ID#128*)

Multi-day users experienced several elements of weather, including wind, rain, snow, whiteout conditions, and unusually warm weather. The wind on the mountain was one of the most challenging elements for multi-day users to deal with:

> **I:** *Was there a worst part at all?* **R:** Worst part, the wind. The wind on summit day like really, really got me tired and a bit scared. That was the worst maybe. And, as I say, what does not destroy you makes you stronger. So I got an experience of it. I learned. My gear worked very well so I'm proud that everything went okay. (*Multi-day User Interview ID#106*)

> **I:** *What was the worst part?* **R1:** The wind, for me. **R2:** Spin drift. It's just always constantly blowing in your face. **R1:** It would freeze on your face and you'd get ice all in your beard and on your face and I always had to completely close it off so it was like this. So it was completely, nothing but my eyes and nose showing. But then my nose would freeze and so you're just always having to re-warm every exposed piece of skin. That wind just drove me nuts. **R2:** The ice would build up around your coat from your breath and so you didn't want to put your face against your coat, but you had to to protect it against the wind. **R3:** Yeah, the wind definitely makes that mountain a lot harder. **R2:** Uh-huh (affirmative response). **R1:** Because you can handle the snow, cold temperatures, anything like that. The wind, though, is the one thing you can't, can't do. (*Multi-day User Interview ID#107*)

> **R1:** And when we came at the ridge there was so much wind that we had to lay down on our ice axe because otherwise we are blown away on the ridge. And when the wind was laying down we went, stand up 20 meters, wind came, okay, lay down. So we went until the summit. **I:** *You crawled.* **R1:** Yeah. **R2:** Nearly, yeah. **R1:** And on the summit was so much wind and we laid on the summit for one minute, I think … (*Multi-day User Interview ID#122*)

Multi-day users also described the challenge of whiteout conditions on the mountain:

> **R1:** I mean, when you fly into the glacier, well, it was cloudy anyway, so we couldn't see. **R2:** Yeah. It was three days of good weather the whole time we were there. **R1:** I mean, it was clear enough to get us on the glacier, but it wasn't clear enough to actually see the mountain and how big it actually is. **R2:** And the perspective. Even though you look at it on the map. **R1:** And even as we were climbing up, the weather still wasn't clear enough to actually see the mountain. **R2:** To see it, yeah. To see anything. **R1:** But you don't realize you're on the mountain, you know, you're actually, you're climbing the mountain and it just keeps going on and keeps going on and on and on. **R2:** Yeah. **R1:** And then

> finally you get up to 14,000 and you still can't see the top. You know, you can see the top of the Football Field anyways, at 19,000 feet, but you can't actually still see the summit. **R2:** Still see the summit. **R1:** And then when we got to 17,200 you still couldn't see the summit. (*Multi-day User Interview ID#109*)
>
> **I:** *So what was the weather like that you said you ran into some weather at 11,000 camp.* **R:** It was just windy and snowy. Probably got like five feet of snow in the three days. And, you know, high winds. It was kind of like whiteout conditions. Couldn't really travel much. (*Multi-day User Interview ID#129*)

Several interview respondents were surprised and frustrated in their experience of unusually warm temperatures and subsequent conditions:

> **R:** … it kind of rained on us a few days, which I've never experienced up there. **I:** *Rain.* **R:** Yeah, it was wet, really wet and it really warm. The last couple times I've been here it's been warmer and warmer and I'm always here early May. And it just seems like it's getting warmer up there. (*Multi-day User Interview ID#103*)
>
> Oh, we left on last Tuesday, whatever day that was. And flew in, kind of marginal weather. Landed and that night it started raining and we basically just stayed at base camp in the rain and snow for, you know, four days. Flew out when we had the window. Packed the runway up there, you know, so the planes could get in, and we did that twice. And that was about it really. I mean it was a total failure for a trip … We didn't even really walk around anything, like even Mount Frances I think is out. Like, you can't climb anything, not even around camp. The West Buttress is still in a little bit, but everything else, like, all the technical climbing that we wanted to do is done. It's a really early year, for being done this early. You know, there's usually at least another three weeks left, I think, but not this year. (*Multi-day User Interview ID#124*)
>
> **I:** *What would you say was the worst or most difficult part?* **R:** Well, overall, I mean, except for the, you know, obviously our team member got sick, but the warm weather this year. I'm kind of glad I wasn't up there two and a half or three more weeks. I would have been really nervous about coming back down. I already was. On the way in I was like, wow, it's going to be ugly coming out of here. (*Multi-day User Interview ID#132*)

Weather, as an uncontrollable aspect of their experience, was significant for several multi-day users:

> **I:** *Was there anything in particular that affected your enjoyment of the trip, either positive or negative?* **R1:** I'd say the weather. **R2:** Yeah, the weather. The uncontrollable. **R1:** The weather was kind of, yeah, it was kind of brutal. It was either snowing or it was really windy. **I:** *Uh-huh (affirmative response).* **R2:** Yeah, we had pretty rough weather. A handful of nice, sunny, windless days. (*Multi-day User Interview ID#110*)

> … we had laid out a plan. We knew exactly how far we wanted to go each day. We knew where we wanted to put our caches in. You know, we had this thing pretty well mapped out. And everything went fairly well according to plan up until the day that we decided to move up to 17,200 foot high camp and at that point we got hammered by a pretty severe storm. We were up there for five days and five nights … (*Multi-day User Interview ID#113*)

> **R1:** Yeah, Alaska's big. And that part of the backcountry (Muldrow Route) is about as big as you can get. I mean, it's just, and anything can happen. From hour to hour it rains and then it gets 80 degrees and then the mosquitoes become unbearable and then the river comes up three feet and then the river goes down five feet. **R2:** It's just flooding your campsite. **R1:** Yeah. It's Alaska. It's … **R3:** Unpredictable. **R1:** Completely unpredictable. And so whoever's going back there has to have, be mentally prepared to deal with all these things. (*Multi-day User Interview ID#118*)

Some interview respondents suffered from damaged or lost gear during severe weather conditions:

> **R1:** We got in a bad wind storm late that night. **R2:** Oh yeah. **R1:** Trying to set up our tent. **R2:** Seventy mile an hour winds. **R1:** Poked a hole in our tent. **R2:** Yeah. **R1:** Two holes in the vestibule. **R2:** Backpack blew off. **R3:** A thousand feet. Fell into a crevasse and we had to repel down into the crevasse to get it out. **I:** *Really?* **R1:** Lost our spice kits. **R2:** And our pots and everything was kind of banged up. **R1:** Yeah. **R2:** Shovel, lost a shovel. (*Multi-day User Interview ID#107*)

> We got buried in by, we picked a bad camping spot (*at 11,000 camp*), got buried in, had to dig ourselves out. Lost a bit of rubbish there because the snow was so fast flying, it buried all our gear and lost some of our belongings as well. (*Multi-day User Interview ID#135*)

Experiences of risk and weather in the mountain area were highly correlated for some multi-day users:

> **R:** I just did things right and I waited for the window when the ranger said the weather was going to be a little stable and I took my chances and I did summit. **I:** *So what was that day like?* **R:** It was terrible. It was very, very windy. And I didn't spend more than a half a second at the summit because it just blew me down. The winds were 100 miles an hour, plus, you know. Almost got a little frostbite on my nose, which, thank God, wasn't one and then I went down safe. I was aware that if a cloud would come in I would have to go down and not summit. I was aware of that. But, as I say, I had a lot of time to wait. I know, like 45 people left for the summit that day and I think only me got there and a Korean

> guy that had an accident and was evacuated on a chopper. That's all I know about it. (*Multi-day User Interview ID#106*)
>
> **R:** We made two tries to summit, first was at 23rd. Yes, but weather was really bad and we were lucky to get down even from the summit ridge. **I:** *You were lucky to get down.* **R:** Yeah. We couldn't see anything but just white. So we follow the road sticks one by one and we found the high camp again. Then we rested one day and on 26th we tried again and the weather was perfect and we did it in eight hours. And then we came, and the next day we started to descent from the mountain and we came all the way to the base camp. (*Multi-day User Interview ID#134*)

The weather was recognized by some multi-day users as a constraint, keeping them from reaching their goal, the summit of Mount McKinley:

> We missed our window, what very few windows there was to get to the top because most of the time the weather was pretty bad in terms of the wind. It was blowing too hard, 50 to 80 mile an hour average winds. So that never allowed us to, the opportunity to try and summit, so. (*Multi-day User Interview ID#109*)
>
> I have to admit I was a bit disappointed. I wanted to be at the top. But it's hard, you know, weather's weather. By day eight at 17 we didn't want to hang out and wait through the next storm for another week. We were done. Because it was supposed to close in more and we actually ended up doing one, like we left 17,000 around like noon or 2:00 in the afternoon or something on Monday and we just kept on going until we got to the airstrip and straight through the night. (*Multi-day User Interview ID#117*)
>
> **I:** *What would you say was the worst part of the trip, if there was one?* **R:** I try not to focus on the negative, but the weather up high. You know, I mean, we put a lot of energy into the trip and definitely one of the goals for the people is to summit Denali. So depending on how the trip goes and how that individual or group feels, there can be a lot of disappointment that comes off if you're not able to make the summit. And we definitely had some of that. But the group's attitude overall was real strong and they were able to pull through even though they didn't summit. They had just a good, positive experience, which overall I think is more important than the summit, for sure … (*Multi-day User Interview ID#119*)

II.A.11. *Patience*

Closely related to multi-day users experience of weather was their experience of patience, patience to wait out elements of weather that prohibited safe climbing. Several interview respondents commented on their experience of patience and being humbled by their inability to control the mountain environment and its trying conditions:

> Being patient is really what it comes down to, and that's what a lot of, like, clients and folks don't really have the patience for coming, you know American society there's a lot of like, go, go, go. And Denali's definitely a place to bring you, like, back down to kind of a base level and like, to know that there's things, like, bigger than you are. Like the weather and the mountain's bigger than you are and there's so many things that are bigger than you are. And a lot of times it either just takes waiting for, like, conditions to get better, or it just takes perseverance of just being able to hold out the weather, you know. Four or five days in a tent, people start to get, you know, your motivation starts to, like, dwindle. (*Multi-day User Interview ID#106*)
>
> Yeah, and I'll remember that feeling, too, of being, we spent two days at base camp because we weren't able to fly out, and you know, we were ready. Three weeks on the mountain and kind of, you anticipated your coming down. I'm going to roll into base camp and a plane's going to come and get me and, you know, we spent 48 hours there and I think that, just feeling of learning how to just resign yourself to there's nothing I can do. And we get so used to, you know, in our daily lives, we just make things happen, especially, you know, we're doctors, we're professionals. We're kind of go get it kind of people. And to just be, like, no, this mountain's just deciding, you know … We're here and there's absolutely nothing. You know, there's 40 people here and nobody can make that plane come, you know. It's just when the weather gets better. And I think that's an awesome lesson, you know. It makes you reevaluate your life in a lot of ways. It's like, it's just a matter of time and what it wants to do, you know. Letting go of that, I'm going to control everything. (*Multi-day User Interview ID#110*)

Interview respondents described the tiring test of patience and the need to maintain mental stamina:

> **I:** *Was there a worst part of the trip?* **R1:** The complete boredom of sitting in your tent for six days, five days, not knowing. Every time the wind stopped you'd think, that was it, it's finished, we can move. And within a minute the wind would hit you again. And it's just boredom. It wears you down. I think it does wear you down. **R2:** I agree, completely. (*Multi-day User Interview ID#102*)
>
> That you have to wait, especially here. In Alaska you have to wait for the good weather. You have to stay in the tent for four, five, six days. You have to be strong in your mind just so that, because it's really boring to wait. (*Multi-day User Interview ID#112*)
>
> **I:** *What do you think will be most memorable part of your experience?* **R:** Waiting in the tent since that was a major part of the expedition. So climbing is more about what's in the ceiling of the tent more than climbing. So the waiting, the waiting for the good weather and waiting for the good time to push for the summit ... (*Multi-day User Interview ID#134*)

Interview respondents described different ways they spent their time "waiting":

> **I:** *How do you work through that mental challenge, having to wait?* **R:** You just have to wait it out, I guess. There's not much you can do. Play a lot of card games and read a lot of books. (*Multi-day User Interview #129*)

> **I:** *How did you pass the time while you were in the tent?* **R1:** Drinking coffee, eating, talking, telling stories. **R2:** Bottle of Scotch. **R1:** We grew up together, so we've known each other for a long time so lots of catching up. (*Multi-day User Interview ID#116*)

> Oh, it's very important to have a book to read and, you know, the basic thing is just to, like, eat, sleep, rest, talk to a few people. It's a bit monotonous, but it's very nice. You can go and walk, for example, to the Edge of the World, which is a nice place. I think it's north mountain, you can see all the other mountains and it's very nice, very, very nice. Also chat with other climbers, you know, and wait, because this is a patient mountain. (*Multi-day User Interview ID#106*)

II.A.12. *The Summit*

A very significant aspect of multi-day users' experiences was the summit of Mount McKinley. Whether or not interview respondents were able to reach the summit of Mount McKinley, it was described as an important part of their experience. Several multi-day users who were successful in reaching the mountain summit described it as the most memorable or best part of their trip:

> Well, I think the most memorable is when you arrive to the Football Field and you see the last slope. You are very excited. You think, I'm almost, I'm going to make it. But you are very, very tired. And when you arrive to the last part and the peak, there's two or three slopes, it seems that never arrive to the summit. But when you arrive it's a sensation incredible. (*Multi-day User Interview ID#115*)

> Best part of my trip was definitely the summit day. That was one of the exciting, most exciting parts. (*Multi-day User Interview ID#131*)

> **I:** *So how did that feel to summit?* **R:** Oh, it was awesome. It's definitely, probably the coolest thing I've ever done before. (*Multi-day User Interview ID#129*)

For some of the interview respondents, the summit was a memorable part of their experience as an accomplishment of a goal or achievement of a life-long dream:

> Definitely summit day, summiting was the most exciting part … It was just, it's our first, like, big mountain for all three of us. It's the highest any of us have ever been before. And it's just really exciting. We didn't really expect to summit that fast at all. We just, to, like, finally accomplish our goal, it was really cool. We've

> been kind of planning the trip for like a year and a half, so it was really cool to have it all just kind of come together. (*Multi-day User Interview ID#129*)
>
> I think summiting will probably be the most memorable. It's just a really cool experience and really exciting for all of us. And it's just like something we've been working really hard for for a long time and we finally accomplished our goal, so. (*Multi-day User Interview ID#129*)
>
> **I:** *What was the best part of your trip?* **R:** Maybe attack day. **I:** *Which day?* **R:** Attack day, to summit. **I:** *To summit?* **R:** Yes. **I:** *How come?* **R:** Oh, it is my dream to get summit of Denali. So I, when I stand on summit I am very happy. (*Multi-day User Interview ID#133*)

Other interview respondents, although also glad to have reached the summit of Mount McKinley, felt the summit experience was anticlimactic:

> **R1:** We spent four days at 17 camp as a group and had terrible weather and actually were involved in helping with a rescue, the Park Service rescue up there of a climber who got lost up higher. Didn't make a summit bid. And then Todd and another guy in our party later made a summit bid from 14 and made it. **I:** *Cool. So how was that?* **R2:** It was a real small part of the trip, which is, you know, interesting. Again, most of the climbers get into 14 and then we went to 17 and the weather was too windy. We came back down. I didn't think we were going to summit. And we kind of rallied one day and it happened to be the right day with the right weather. So it was a long day, 17 hours of walking. So it's a little anticlimactic. The views weren't spectacular. It was a little fogged in when we were there. But it was worth it, I guess. (*Multi-day User Interview ID#110*)
>
> It was our goal to reach the summit, but not above everything, safety, healthy comes first. But we thought it was possible to do it. And that is a stupid accident with the glove. But sometimes you summit and you can spend one hour in the sun, no winds, and you can take pictures and look. But, yeah, we reached the summit but there was no pleasure to stand on the summit. It was, okay, summit, and then we go down because the weather was too bad. But we are glad that we made it. (*Multi-day User Interview ID#122*)

Interview respondents who did not reach the summit, described the challenge of dealing with that experience:

> I think the worst time I had was the depression that hit right after we realized that we weren't going to be able to do this without the help of the other three guys. We had crossed the river once and it had taken away all my energy to get across it and back once and realized how many days it was going to take to hike in all of our food. And we were going to be left with not enough supplies to cross the mountain. So we had to make a tough decision and decide not to do it. And after a year's worth of planning and having everything come together and then see it all

> come apart within eight hours was really depressing. And we couldn't leave the camp we were at because we were trapped by the river. And just being stuck and not being able to move and having to deal with that kind of depression was, that was a bad eight hours for me, personally. (*Multi-day User Interview ID#118*)

> The worst part was turning around. I mean, that's the moment that I'm going to live, you know, it's been journaled a bunch of times about already. Second guessing. But, you know, so you get pride for dinner, you know. And that's going to have to be okay because that's where we are. And, but if I had to make that choice again I still think I'd make it the way that we did. (*Multi-day User Interview ID#128*)

II.A.13. *Natural Environment*

Experiencing the natural environment characteristic of the Denali backcountry was also important for multi-day users. Several interview respondents described their experience of the natural environment in terms of the area's unique scenery:

> **I:** *What was the best part of your trip?* **R:** I suppose one morning when we got up really early and we could see the light was just coming off, just coming onto Foraker and Hunter and the shades of different colors of blue and white and red coming off sides of the mountain. It was quite spectacular. A camera wouldn't have done justice, but I've seen it and I can always imagine it. Yeah, that was quite nice. **I:** *You've got a mental picture?* **R:** Yeah. I suppose it will fade over time, but that morning when we got up and then the light was coming up, yeah, that was nice. (*Multi-day User Interview ID#102*)

> And that's why everyone's there, and everyone appreciates it. You know, it's the middle of the night at 14,000 and you've been having this social dinner party and then everyone steps out of the cook tent and just, oh. They're looking at Foraker and at Hunter and the beautiful sunset and everyone gets their pictures and it's quiet while everyone's sort of wandering around checking out the scenery for a while and just in awe … (*Multi-day User Interview ID#117*)

> **I:** *So never being in the area before, what was that like?* **R:** It's awesome. It's absolutely spectacular, you know. And it's always, always spectacular. Like you look at it in a whole view and then, you know, you look at the same thing again and zoom in and then you'll look at that thing you zoomed in on and zoom in again. And then you're looking at individual features and, yeah, it's always, always something to look at. It's always different as well. (*Multi-day User Interview ID#105*)

Other interview respondents described their experience of the natural environment as another planet, an ice planet.

> Just everywhere you look around there's only ice. There's nowhere you can see animals, nowhere you can see trees or nothing. Nothing green. Just white. It's like another planet. Yeah, very nice. (*Multi-day User Interview ID#106*)
>
> I just think it's like I was telling him, you know, I think it's like, it's the beginning of everything. It's where everything stops. All animals. All the nature that's on the planet depends on that formation, those formations to create the ice, the water flow, the animals, and then the whole system flows from that, right there. You know, you go, it's like looking at a galaxy in the universe. You're looking back in time and looking at the glaciers. You're looking back, you know, those glaciers have been there millions of years and you're looking back into the Stone Age, and it's right now. And it's rad. (*Multi-day User Interview ID#103*)
>
> (*In response to whether there are other places they could receive a similar experience*) **R:** Well, probably the Himalaya. You know, I think, I went to Nepal once and this is pretty similar to what I saw in Nepal. But otherwise, no. **I:** *What was similar about it?* **R:** Just the kind of the ice planet aspect of it all, you know, glaciation and just being above, you know, any forms of life. Just, you know, snow and rock. (*Multi-day User Interview ID#111*)

The size and vastness of the area's natural environment and the scale of its features was prominent for several multi-day users:

> **I:** *So what do you think makes the McKinley area different than other national parks or wilderness areas that you've visited?* **R:** In one word? Size. In one word, size. It's massive. It's huge. Your Alaskan mile is your average, I mean, what you think is right there or what you think is a thousand feet vertically away is twice to three times to four times, depending on the perspective that you're looking at it. The size, just, yeah, size. It's so big. It's just huge. It's like uncompr... it's not comprehendible unless you've been there and you've been there to walk it, basically, or you've been there to, you can see it but you still can't get the frame of size. There's nowhere in the lower 48. It seems like everywhere in the 48, in the lower 48, or even in a lot of places in Canada you can, you have a grasp on what size is and about how far away things are and about, you have that, I don't know, you have a scale. And there's something about the scale here that, you know, you use your lower 48 scale and it just doesn't quite pan out. It's never quite, you know, it's always twice as high or twice as far or twice as whatever. It's always, it's just size. It's one of the most amazing places in the world really, that I've ever, places that I've ever been. It's definitely the biggest place I've ever been sizewise, in judgment, in judging size. Whew. It's the place to be. (*Multi-day User Interview ID#108*)
>
> **R1:** It's vast. **R2:** Oh, big mountains. **R1:** I knew Denali was big. I mean you see pictures, and you see, you know, I've been on glaciers, Baker, you know, Baker in the Cascades, it's big. Came out here and it's like, this is big. **R2:** This is real big. **R1:** It's just, it's so vast. It's almost overwhelming. It was like, oh my God, you

> know, I mean, you go to the lower 48, you climb a mountain, you see the mountain. Took us fricking five days to get to 14,000 and it's like, it's amazing. I was just overwhelmed. (*Multi-day User Interview ID#109*)
>
> **R1:** We were talking about, especially, how we kind of got desensitized at the scale. At first we were just like, oh my goodness, everything is huge. I mean it makes everything in the lower 48 look like little hills. **R2:** Uh-huh (affirmative response). **I:** *Uh-huh (affirmative response).* **R1:** And, I mean, everything around us was as big as the tallest mountains in the lower 48. And I think the scale of the glaciers blew me away. So many hanging glaciers. I mean, it was like … **R3:** Hanging glaciers the size of like, you know, the TSC, like, the college I go to, the main building there, you know. Things are just like ... **R1:** Crevasses that would, I mean, you know, six, eight lane highway. That's how wide they were. And so we thought, yeah, the scale was just unreal. That made it that much more beautiful because it's like being on the moon, you've never seen it before. It's cool. (*Multi-day User Interview ID#107*)

II.A.14. *National Park*

Some multi-day users felt that their experience in the Denali backcountry was characteristic of a national park and others did not. Some interview respondents felt that their experience in the mountain area was reflective of a national park experience simply because the area is formally protected as part of Denali National Park and Preserve:

> **I:** *Would you describe it as a national park experience?* **R:** Oh yeah. **I:** *How come?* **R:** Well, I mean it's a national park. I, actually I'm making it my goal to try to visit as many national parks as I can in my whole life. I save all the little maps and everything, so yeah, it's one of my, you know, I think one of the key places in my national park experiences. (*Multi-day User Interview ID#111*)
>
> **I:** *Would you describe it as a national park experience?* **R:** Well, it's hard to say. It's a part of national park, right, so yes, I would. (*Multi-day User Interview ID#126*)
>
> **I:** *Would you describe it as a national park experience?* **R:** Oh yeah, yeah. **I:** *How come?* **R:** It's ours. It's yours, it's mine, it's all of ours. And it's been set aside by some people who had enough forethought to be able to say this is something that should be set aside. And I appreciate that. (*Multi-day User Interview ID#128*)

Other interview respondents said they would describe their experience as a national park experience because of the preservation and wildness of the mountain area.

> **I:** *Would you describe it as a national park experience?* **R:** Oh yeah, absolutely. Because, as I say, you always get the feeling that you are in a preserved area

> that's been taken care by people that belong to a community and that's a very nice thing. That other countries, like Ecuador and other countries, undeveloped countries, should be aware of it's not just a matter of charging people to go in, but also to being careful how you handle it, how you create the less impact and those aspects, I think, were well managed in this park. (*Multi-day User Interview ID#106*)

> **I:** *Would you describe it as a national park experience?* **R1:** Oh yeah, for sure. **I:** *How come?* **R1:** Just because it's pristine and spectacular and unspoiled, you know. Wouldn't you say so? **R2:** Oh yeah. **R1:** It's not exploited. Yeah, that's what's nice about it. It's not like Yosemite. Where it's totally exploited. But I can understand why, you know. It's fantastic and there's a lot of people that want to see it, you know. And if this were in California it would be exploited. **R2:** They'd have a highway running through it. (*Multi-day User Interview ID#114*)

And some interview respondents felt that the presence of the National Park Service contributed to their national park experience:

> **I:** *Would you describe it as a national park experience?* **R1:** Yeah. It's different than, I've been to a lot of national parks. It's a lot different. But I think coming here makes it feel more like a, you know, you're in a national park coming to the headquarters here and working with the ranger staff. (*Multi-day User Interview ID#110*)

> **I:** *So, and you wouldn't describe it as a wilderness experience? What about a national park experience?* **R1:** I guess it would, yeah … **R2:** Yeah, because when you think of national park you would think of gathering of people in a wilderness setting. So yeah, because you see that for sure. **R1:** Yeah, that seems accurate. **R3:** Especially because of the presence of the rangers up there, too. **R2:** Yeah. **R3:** You know, you definitely always, you feel like the national park presence up there for sure. **R1:** Oh yeah. **R3:** In a positive way. **R2:** Uh-huh (affirmative response). (*Multi-day User Interview ID#117*)

> **I:** *Would you describe it as a national park experience?* **R:** Yeah. Yeah, I think so. **I:** *How come?* **R:** Because of the number of people, for one. Because you have interaction with, you know, the park itself and the rangers who are out there doing a great job trying to inform people of any number of things, you know. A lot of it, especially for nonguided parties who may not be that experienced, how to take care of yourself, how to deal with the waste, how to deal with garbage, what do you do in this situation or in that situation? Why? Helping other people. (*Multi-day User Interview ID#119*)

Several multi-day users said they would not describe their experience as a national park experience. The most common reason why interview respondents would not describe their experience as a national park experience was because of how it contrasted to the "typical" national park experience they were familiar with:

> **I:** *So would you describe it as a national park experience?* **R:** No. **I:** *How come?* **R:** Because you don't have the minivans and the overweight Americans piling out of their cars taking pictures of animals being fed by hand and, you know. I wouldn't call it a national park experience. National park experience for me almost has a negative connotation because it means everyone can do it. Whereas opposed to what we were doing, only select people were able to do it. For the most part, you know. (*Multi-day User Interview ID#102*)

> You know you don't feel like you're gated. You know, you're gated when you come in and you're gated when you come out and you're under the watchful eye of the bureaucracy every moment you're in there, pretty much. And here it's just like, you know, people are excited that you're here instead of looking at, I can see people at the gate saying, or just counting you and you show them your Golden Eagle Pass that you paid dearly for. It's more like a cattle experience, I think, in the lower 48, in and out of the gates. And here' it's just like, go enjoy the park. (*Multi-day User Interview ID#107*)

> **I:** *Would you describe it as a national park experience?* **R1:** More wilderness than, I don't even, it's so, you're so, it's so removed, even though there's lots of people and there's a constant traffic, you still feel so removed that it seems wilder than a national park experience. **R2:** Yeah, we spend most of our waking moments in Glacier and that's just such a cut and dried national park. You know, the drive through, sightseeing experience, parking lots. Just the tourons and, yeah, it felt quite a bit different than a national park experience because of the wilderness aspect to it. It's still untouched. I think the National Park Service as being Yosemite and Glacier. **R1:** More mainstream. **R2:** Pavement and law enforcement. (*Multi-day User Interview ID#116*)

Some interview respondents said they would not describe their experience as a national park experience because of the relative lack of National Park Service presence compared to other national parks:

> **I:** *Would you describe the experience out there as a national park experience?* **R:** That's an interesting question. To a certain extent, yes, because before I do work trips I have to interface with the National Park Service. I have to provide them with the names of all my people and abide by the rules and regulations. So in that extent, yeah. But it's unlike a lot of other national park experiences, like Yosemite where Park Service is omnipresent, you know, everywhere you turn around there's a ranger, and they're usually like law enforcement rangers. Here it's more, you're not going to see a ranger mostly. So it's a step removed from the normal national park routine. It's really nice like that, you know, you don't have big cluster of people either, so … Yeah, the Park Service presence is kept to a comfortable minimum, except for Denali, of course. (*Multi-day User Interview ID#104*)

> **I:** *Would you describe it as a national park experience?* **R:** For me it's not like a national park, you know. Just, you have to get the permit and then you see the, you make the registration to the ranger station. But when you are in the mountains you have to leave the mountain clean. And the same, for example, in Aconcaqua in South America. It is the same. Everywhere we try to keep the mountain clean, even if it's not a national park. It's very different from, I went to Yosemite National Park, Yellowstone National Park and there there is a lot of tourists and cars. Here, in McKinley where it's not like a national park. You don't have rangers everywhere, every hundred meters, so ... (*Multi-day User Interview ID#112*)
>
> **I:** *Would you describe it as a national park experience?* **R:** No. Just wilderness experience I would say. **I:** *How come?* **R:** I think national park experience kind of reminds me of developed areas, you know. I don't know, I have a little bit of loathing for national parks. You know, they go into these wilderness areas and then they try to develop them so people can see them and at the same time they're trying to protect them and they get all these developments but they say they're protecting it. And, I don't know, it's kind of a toss up whether they're helping people see it and keep it, you know, from being trampled down or whatever, you know. I don't know, it's just more of a wilderness experience. There's not much involvement with the national park, I don't think, except for like permits and you see some of the rangers up there. But it's just kind of a unique thing, I think. I wouldn't call it a national park experience. (*Multi-day User Interview ID#124*)

Other interview respondents said it didn't matter to them that the mountain area was part of a national park, they felt like their experience was more of an environment or mountain (Mount McKinley) than of a national park:

> **I:** *Did you feel like it was a national park experience? Have you been in other national parks before?* **R:** I've been in many national parks, but nothing out in this kind of world. I mean, you know, you go to Nepal, they're all national parks. To me I was oblivious of that. That was irrelevant. You're out in the mountains, you're out in the middle of nowhere and park or no park, somebody's, nobody's, it doesn't matter, all right? So I didn't, except for a couple of rangers sitting around you didn't have the sense that this was part of anything. Just the feeling that you're far away. I wouldn't want to feel like I was in a national park, you know. **I:** *How come?* **R:** Well, it sort of sounds a little, there's loads of people and stuff like that, you know, this is just out there. Of course, it's a great national park. It's good that it is a national park. I'm talking about the sense that you're aware that you're in a national park rather than that you're just in an environment. I just felt I was in an environment. (*Multi-day User Interview ID#123*)
>
> And as I say, for me the plus is just being unaware that it is a national park. I'm just aware that it is a great place and I guess if it needs protecting in some ways being a national park is great. I don't think one needs to be aware that something

is a national park. It's the absence that's the plus. (*Multi-day User Interview ID#123*)

I: *Would you describe it as a national park experience?* **R:** Like what do you mean, like a national park experience? **I:** *Like what you think of when, of a national park.* **R:** What I think of. Well, not a national park experience because it's like national parks are there really for preserve, wildlife or scenery or whatever, and to provide rescue just in case. I think it was more of a Mount McKinley experience because, you know, the mountain's there and you're on McKinley. You're not, I say, in the national park. It's just there, you know. When you go in a city you're not really going into the, I don't know, NYPD sort of district, you're going in New York City. So I feel more that it's more of a McKinley experience than a national park experience because there's not much, they don't really put on a show for you to enjoy. You know, the mountain's there, that's the show, so, yeah. (*Multi-day User Interview ID#131*)

II.A.15. *Wilderness*

Multi-day users were also divided on whether or not they felt their experience could be characterized as a wilderness experience. For those who did feel they had experienced wilderness in the mountain area, it was because of a salient experience of a particular wilderness attribute, such as solitude:

Well, I'd say it was a wilderness experience. It was twenty-one days without seeing or speaking to anyone other than in our group, so that was to me a rather rare experience that one can find in the United States anymore. (*Multi-day User Interview ID#101*)

I: *Would you describe it as a wilderness experience?* **R:** Definitely. Well, wilderness in terms of, you know, glaciers and mountains. Yeah, for sure. Totally. Even more than a national park experience. I don't know, yeah. It was definitely a wilderness experience because you kind of feel alone in some sort because there's a lot of people on there, but not ... (*Multi-day User Interview ID#131*)

I: *Would you describe it as a wilderness experience?* **R:** Yeah, of course. Because maybe if you meet some people on the way because it's a crowded mountain, it is still a very lonely place because, as I say, you don't see any buildings, any social things. It's a wilderness experience by itself. Yeah, of course. Yeah. (*Multi-day User Interview ID#106*)

Remoteness:

I: *Would you describe it as a wilderness experience?* **R:** Yeah. **I:** *How come?* **R:** Sure, yeah. Because of the remoteness. Wilderness to me means you can't just

walk out of there. That's kind of my definition. It's going to be a major, major effort to try to walk out of someplace. So to me wilderness means remoteness, and that certainly qualifies out there. (*Multi-day User Interview ID#104*)

I: *So you said wilderness experience. What do you think, what features make it a wilderness experience?* **R:** Wilderness to me is wilderness. And this is one of the places that, you know, even though there are a lot of people, a thousand people a year out of, what, six billion in the world is not a lot of people. It's not very well, it's not very highly populated for as large an area as it is. You know, these airplanes fly into different places on the glaciers and drop people off, and you're just a dot, you know, in the middle of nowhere. That's the wilderness to me. (*Multi-day User Interview ID#113*)

Inhospitable:

I: *So you would describe it as a wilderness experience?* **R:** Yeah, definitely. **I:** *What features, aspects of it make it wilderness do you think?* **R:** It's an nonhabited area. You can't live there. I mean, not that you can't live in a wilderness. But, I mean, it is the back of beyond. You get out there. You get out there by flying and you take in with you what you need to survive and when that runs out you're pretty much game over. You've got to get out. I don't know if that defines a wilderness area, but, you know, it's definitely wild. (*Multi-day User Interview ID#105*)

Wilderness. I would describe the Denali National Park as wilderness, for sure. But wilderness beyond what most people consider wilderness, I guess, if that makes any sense. It's bigger than wilderness. Something, thousands of feet of ice. Thousands, I don't know. It's wilderness, but there's no, there's, like, really no life other than yourself there and everybody else trying to, you know, in using modern technology to survive there. You could not go to the, in the wilderness of down here by Talkeetna you can go out and live like a cave man. I could go out with the little rucksack that I have right here and walk into the woods and I could live. I could find food. I can find, I can make shelter. I could do all those things. For something on McKinley, you can make shelter, but you can't make warmth, you can't make food. You can't do a lot of other things that a lot of other places in the wilderness could provide you with. You know, it's wilderness, but it's not survivable wilderness ... (*Multi-day User Interview ID#108*)

I: *So what do you think makes it wilderness?* **R1:** Absence of road access, 60 miles from a road. **R2:** Yeah. **R1:** The absence of any amenities or like anything that could harbor you from, it's definitely wilderness, more so than even just going out in the bush 500 miles from the road because it's just an environment that doesn't want to harbor you. **R2:** Very unforgiving. **R1:** So that's what, I guess, that's what feels like the lack of Park Service. To me Park Service is like

handrails, driveways, boardwalks, and backcountry rangers. (*Multi-day User Interview ID#116*)

Self-Reliance:

> **I:** *Would you describe it as a wilderness experience?* **R1:** Oh yeah. **R2:** Yeah. **I:** *How come?* **R2:** Well, I think no matter, you know, how many people are around you you're still reminded that if you get yourself in trouble out there, I mean, it is, it's an intense experience, being on the mountain. Even being on the West Buttress where, you know, it's such a, you know, it's a common route, it's not that complicated. It's still, the consequences are severe and I think, again, it comes down to weather. I mean, that mountain just has so many, it's pretty severe if the weather is bad and I think you realize that just stepping out of your tent sometimes at 14 camp, you know. (*Multi-day User Interview ID#110*)

> **I:** *So it is a wilderness?* **R:** Oh, definitely. Oh, yeah, yeah. There's just no, I mean, as soon as you're out of that plane it's just like you're on your own. And you just have to deal with everything. And, you know, even like when the weather is bad going to the bathroom becomes an issue. (*Multi-day User Interview ID#121*)

> **I:** *What features do you think would make it a wilderness experience?* **R:** I think it is a wilderness experience. I mean, it's just, you're pretty much totally self-dependent, you know, and that's kind of what I feel is a wilderness experience. I don't know. (*Multi-day User Interview ID#124*)

> **I:** *Would you describe it as a wilderness experience?* **R:** Definitely. **I:** *How come?* **R:** Well, you're kind of out there on your own, especially without a guide. You have to, you know, plan how much food and fuel you're going to need while you're out. If someone gets hurt you have to deal with it yourself. You can't, you know, just expect for an ambulance to come pick you up. There's a lot of objective dangers and hazards all around. You never know what's going to happen. (*Multi-day User Interview ID#129*)

A couple of interview respondents felt that although they had experienced wilderness, it was a different kind of wilderness than they were used to:

> **I:** *Would you guys describe it as a wilderness experience?* **R1:** Yeah, I guess so. It's tough, how you describe wilderness, because personally I always think of wilderness ... **R2:** Wilderness having trees. **R1:** Animals. Yeah. It's like walking on the moon. There's nothing there but ice. So I guess it's a wilderness. It's just a different kind of wilderness than I'm used to. **R3:** I'll agree. **R1:** You know what I mean? Like when I think of wilderness I'm thinking like bear camping skills and, you know, running into a moose on a trail. **I:** *So what qualities do you think would make it wilderness?* **R2:** I mean, I don't think you could get where we were

and make it wilderness. But if we went to the other, I think the other part of the park that would be different. **R1:** Yeah. And, you know, it just depends on your definition of wilderness. I mean no animals naturally live up there so I don't expect them to. You know, so it's just, you know, I guess the mountains that we climb on typically aren't, as I consider wilderness areas. Just climbing spots, I guess. **R3:** Yeah, I would agree. (*Multi-day User Interview ID#102*)

I: *Would you describe it as a wilderness?* **R:** Yeah, yeah. Even beyond wilderness. Partly it's just connotations for the words. But I think of wilderness I think of trees and lakes. Coming to this area as a climber, and I have friends who've backpacked in Denali National Park who would probably see it differently, but I think of it as the mountain. And I don't think much about the park aspect of it. **I:** *So what do you mean when you say beyond wilderness?* **R:** You know, it's one of the great mountains. So I think of it in terms of the mountains of the world. And Denali is one of the mountains of the world rather than a park. So it's sort of, it's more rugged and cold and scarier than a wilderness area. Partly, I come from the Midwest so wilderness area is canoes and pine trees and stuff, so. (*Multi-day User Interview ID#127*)

For those multi-day users who felt they did not experience wilderness in the mountain area it was because of either the crowd or National Park Service presence on the West Buttress route:

I: *Would you describe Mount McKinley as wilderness experience?* **R:** No. No, because of crowd. (*Multi-day User Interview ID#120*)

I: *Would you describe it as a wilderness experience?* **R:** Wilderness? Well, the West Buttress route probably not. I mean, yeah, it's a, you know, designated wilderness area. But, you know, it's such a well traveled route that when you look off to the side of the trail I guess it's wilderness. But no, it's pretty crowded up there. But I knew that. I wasn't expecting it to be the wilderness experience with wildlife and etc. that a lot of people imagine when you say that wilderness experience. Yeah. I don't even know exactly how I would define wilderness experience. That's a good question. (*Multi-day User Interview ID#111*)

I: *What about, would you describe it as a wilderness experience?* **R1:** Fifty-fifty. If there are less people then it is a wilderness experience. And less rangers. But I can't say it is wilderness. **R2:** It's too structured on the mountain. It's just very [inaudible]. **R1:** I only, at the wilderness experience, the last day we went down, one day, it was at night and we met two or three other groups. But the rest, we were all alone hiking down. It was an experience. **R2:** In the fog. **R1:** When you always have people around you can't be a wilderness experience. **R2:** Too structure. (*Multi-day User Interview ID#122*)

I: *Would you describe it as a wilderness experience?* **R1:** Because there's no wildlife, animals or anything, just so, well, it's hard to say because if we are hiking in Finland or something there will be forests and wild animals and

> everything, so that will be a wilderness experience, more than this kind of mountain climbing. **R2:** I find that the wilderness experience, that mountain is so far away from the habitat, but since there are so may people and the rangers and everything and everything's arranged, I didn't see it as a sort of a wilderness experience. So yes and no. **R1:** It's far away but it's kind of close because there's so much people around all the time. So not that much as a wilderness experience. (*Multi-day User Interview ID#134*)

II.B. Multi-day Users: Factors that Influence Visitor Experiences and Conflicts (Objective One)

II.B.1. *Number of People*

One of the main factors that influenced multi-day users' experiences in the Denali backcountry was simply the number of people along the West Buttress route of Mount McKinley.

> The only thing that bothered me a bit is that there's a lot a lot of people. But, you know, it's normal. It's a mountain that a lot of people climb and I was on the normal route (West Buttress). It's the way things go. (*Multi-day User Interview ID#106*)

Some multi-day users felt that the number of people influenced their experience of self-reliance on the mountain:

> **I:** *What was this trip like compared to other climbing trips you've done?* **R:** … it's written that every group must rely on their own. It's not like this because in the wild mountains it's really like this. I've been in plenty of mountains, and the other mountains, and we relied on our own. But here is, we are forced, forced by law, I would say, and it's not related to real life. So it was, I would say that, like that. It was very crowded, a lot of people and situation seems to be like, it's safe, you know, it's safe because there is a lot of people. It's like normal mountains. Okay, everybody knows it's high and etc., but it's not this feeling. Feeling is like you're in safe, crowded street or something like this. So it's no real wild mountains. (*Multi-day User Interview ID#120*)

> **I:** *How did you feel about the number of people that were out there (West Buttress of Mount McKinley)?* **R1:** Wasn't really surprised. **R2:** No, I was ready for it. **R1:** Because, yeah, it's popular route. Yeah. **R2:** It makes you feel a bit more secure in a way because you know someone's going to be able to help you. But it also takes away from the sort of beauty of the mountains. (*Multi-day User Interview ID#135*)

Some felt that the number of people influenced their summit experience:

> **R1:** Yeah, summit day was awesome. It was so nice. We were really lucky. Really clear and stuff. There was a lot of people going up though that day. **R2:** Yeah. **R1:** So it made it less special. Just following a track. (*Multi-day User Interview ID#135*)

And others felt that the number of people influenced their wilderness experience:

> **I:** *What do you think takes away from it being a wilderness experience?* **R1:** There's just so many people. **R2:** Yeah. **R1:** I mean it's a town. Each camp is a town. **R2:** Like when you're up at 17 and you're looking down at 14 camp it looks like a mini town … It's just a tent town. (*Multi-day User Interview ID#117*)

> **R1:** You know, when you say wilderness experience, when we first got here it was a wilderness experience. When we left it was like, it was no wilderness experience because there's nothing but fricking people. **I:** *So how come it was when you first got there?* **R1:** The number of people. **R2:** Yeah. **R1:** There's very few. **R2**: Very few. **R1:** Very few people. Very few people. And then, I mean, like I said, we're from the east side of the Sierras, you know, and we climb Yosemite. We both climbed in Joshua Tree before. I mean, we tour a lot of the national parks, you know, actually. I had a golden pass for years, you know, when I was living in southern California. And then, like, when you go out, like in the Adam Ansel Wilderness out there outside, south of Bishop and that's wilderness. That's remote because Californians, for some reason, if you go and you have to walk more than an hour, they don't want to walk. So like when you go, when you go five miles in the backcountry out in our neck of the woods, you're by yourself. That's a wilderness experience. And then that's the only difference from, like, from up here. When we first went up there was a handful of people. That's a wilderness experience. Because what you have on your back, you know, you can go out in the woods here and, you know, and you can survive. You go up there, it's what's on your back. That's the only way you can survive, you know, food, water, shelter, you know. But when we came back it was just hundreds and hundreds of people. I mean, there was 34, 29 people. Actually it was 29 people. When we got here there was 29 people on the mountain. **R2:** Yeah. **R1:** We checked in, when we checked in yesterday there were 539? **R2:** Something like that, yeah. **R1:** With an increase like that, it's like 400, 500 percent. (*Multi-day User Interview ID#109*)

II.B.2. *Inexperienced Climbers*

Multi-day user experiences were influenced not only by the number of other climbers encountered, but also by the inexperience of some climbers. Inexperienced climbers were perceived as the cause of some of the medical issues and rescue operations multi-day users experienced while on the mountain.

> **R1:** … it's the last day we're coming down and we come across these, this group of guys and right at the bottom of 6,800 before you do the climb up Heartbreak, and they're all unroped and they're standing on a snow bridge over this huge crevasse and it's clearly marked with cross wands and I mentioned it to them. I said, hey, did you guys probe, you know, where you're at? And then I look up and I see their buddy who he fell twice on his skis and he took his skis off and he's walking down the glacier with his skis dragging behind him. **R2:** Dangling from his feet. **R1:** Dangling from his feet. **R2:** Some people, it's just the inexperience. **R1:** Inexperience. **R2:** And that just shows clearly how inexperienced they are. **R1:** I mean. **R2:** And I know that the staff here can't necessarily keep them from going on the mountain. **R1:** That was just dangerous. That was just like, someone's going to die out of this or end up in a rescue. **R2:** So I think this whole experience has shown to me, has proven to me that when people do, when there are fatalities on the mountain it is due to their own negligence. **R1:** Their negligence and inexperience. (*Multi-day User Interview ID#109*)

Inexperienced climbers were also perceived as an added element of risk or danger on the mountain:

> **R1:** The more people that you allow into this, onto this mountain and if you can't control it, in the sense, by being aware of how experienced they are or not, if they're not experienced, you know, they have no business up here. **R2:** They have no business up here, they have no business here. **R1:** But more than likely, as was shown here, there's going to be a rescue or several. **R2:** Yeah. **R1:** You know, not to mention the cost that is incurred, you know, into these rescues. And then, of course, in order to conduct that rescue other people are putting their lives at jeopardy as well. **R2:** Yeah, yeah. **R1:** And so it's just ... **R2:** Yeah, the more inexperienced people you have the greater the risk to the rest of the community. (*Multi-day User Interview ID#109*)

Provisions made for inexperienced climbers on the mountain influenced the wild or wilderness experience for multi-day users:

> The only thing we find, there's parts of the route with fixed ropes and I think it makes, it comes too much people, people maybe who hasn't the experience to climb the mountain. They can find trouble to do it. And if you don't find, if you didn't find these ropes or these things maybe it will be more wild and more pure a mountain, Denali. (*Multi-day User Interview ID#115*)

The experience of community amongst the multi-day users was also influenced by the inexperience of some climbers:

> Well, I think there's a lot of people up there that are kind of out of their element and they just don't really have a firm grasp of, you know, a lot of the ethics that you should take up there. It just wears off on you. They just, I guess they just don't know what to do. They're just not educated on the ethics of climbing. They

> don't really know what they're doing. You know, you see people cruising around the glacier unroped, you know, never having been in Alaska in their lives. And it's just stupid stuff like that kind of gets on you. That's about it. (*Multi-day User Interview ID#124*)

II.B.3. *Guided Groups*

Guided groups were a factor of influence on some multi-day user experiences. These groups were perceived as an influence on the wilderness experience:

> **R:** I mean, I'd have to say the one thing that I think that, I'll go ahead and say it, I guess, since you're interviewing us, is that if you say like the low points, the one thing that always has kind of bothered me a little bit, I don't really dwell on it, but there's so many, you know, the amount of people and that there's so many, especially as far as the guided trips. And I have really good friends that are guides and I respect them, you know, but I always tell them that I don't like that experience, that there's so many, that somebody's making money on the expense of our wilderness experience. **I:** *On the mountain specifically?* **R:** Let's just say on the mountain specifically, yeah. I mean, because you can say that out of the 1,500 people that climb up there every year, I mean at least half of them must be guided parties. And I think that those groups, just the amount of people. You know, it's like if you have a horse in a pasture and one horse in this pasture, and there's another pasture that's the same size and there's 50 horses in it, I mean that one's going to be, it just gets abused, no matter what you do … I think it's such a twisted thing, you know, that we're allowed to make money off of our wilderness like that, private business. (*Multi-day User Interview ID#103*)

Guided groups were also perceived as an influence on the experience of medical issues or rescue operations:

> **I:** *How did you feel about the guided groups that were out there (West Buttress of Mount McKinley)?* **R1:** They're all right. **R2:** I don't really like. **R1:** No. They're slow. **R2:** I think it was cheating in a way because they've got everything prepared for them. **R1:** Yeah. **R2:** And they're still not fully capable of making themselves safe. You can see some of them, because they just get taught in such a quick fashion. **R1:** Yeah. I think that you should be ready to climb it. **R2:** Yeah. **R1:** Some of them aren't ready. They just pay the money. If they've got the money they think they can get out there. I think perhaps guided groups should train their clients up a bit more or there should be something like that, because otherwise they may risk other people's lives. **R2:** Or less big groups, because, yeah, it's like a massive chain of elephants going up there. And, yeah, it makes you feel like all the practice and hard work that you've done before, you don't actually need to do it. You can just tie yourself onto their rope and they'll drag you. You just got to walk up there. Eh, I suppose you can't really get rid of them.

> **R1:** But yeah, it's not going to change, so you just accept it. (*Multi-day User Interview ID#135*)
>
> **R1:** Well, naturally the guides are really professional and they really do know what they do. But the customers really don't mainly. They're really novices … since the guide tells you what to do and if you do so you can't do wrong. But on mountain this high it really can be dangerous and they do not actually know that. **R2:** And if something happens on the mountain, let's say on a part of the route that is dangerous or hard, and if something happens there you really can't trust on everyone or other climbers because they could be just novices who don't know anything. So that's a bit hazardous. **I:** *Yeah, what would happen if one of the guides got hurt, huh?* **R1:** Yeah. **R2:** Yeah. **R1:** That's the point, yeah. **R2:** So if you have a long rope with people who are first time on the mountain and that guide gets hurt or falls on a crevasse or something, so then what would those people do? They just stand there, wait for help. So they can't do anything by themselves. So ... (*Multi-day User Interview ID#134*)

II.B.4. *Guides*

Guides themselves were also an influence on multi-day users' experiences, whether they were part of a guided group or not. Multi-day users who were part of a guided group felt that their guide(s) influenced their learning experience on the mountain:

> **I:** *So what was it like having a guide, guides?* **R:** It was good. Like, I didn't think of other, I thought of it before doing it on my own with some friends that knew how, but it didn't quite work out with them, so my only other option was, you know, do it with a guide group because I didn't know what, exactly what to expect, but, you know, there's a reputation of Denali being really a big mountain, and for me, I'm only 22 years old, so my experiences in the mountain are quite limited. But I felt like I was one of the strongest person's on the team of clients, in terms of skills and strength. And I've learned a lot from this trip, to move on, you know, to do other climbs on my own and I really had fun being on a guided trip because it puts my confidence level of doing things on my own to a higher level for next time because it's a bad mountain to learn, start learning. **I:** *A bad mountain?* **R:** Well, it's just that you want to have your stuff dialed and you want to know what you're doing all the time, so having a guide there is sort of guiding you on what to do in terms of food and technical stuff. So it's good to, you know, in terms of learning with a guide, learning, if you're on your own it's kind of, you know, it's kind of a hard thing. (*Multi-day User Interview ID#131*)
>
> (*In response to whether having a guide was beneficial*) **R1:** Well, for our first time on the mountain I think it was definitely beneficial, but I don't think it would be as needed for the second time. **R2:** Yeah, it's always nice to get the research, and research is easily done if you've got a guide. You can get the information out of them. They know the conditions. They know the area. So you can just start

> building up your own little picture and then the next trip you have more information for yourself to decide whether to use another guide, do it yourself, go to the same location, go to a different location. So it all helps with the general information. (*Multi-day User Interview ID#102*)

Guides also influenced multi-day users' summit experience:

> **R1:** The Alaskan philosophy on guiding is very different from what I'm used to in Europe and worldwide. He was very laid back, very flexible, but he didn't communicate very well. His attitude was very bad. He didn't come across as really getting us to the top. It was just a job and I just want to make my salary and get paid whether you get to the top or not. That was personal. I don't know what the other two think. **R2:** It seemed to be an isolated person. Even a lot of the guides from the other groups that we were interacting with seemed really good. **R3:** Yeah. **R2:** And our other guide was very good. **R3:** Yeah. **R2:** So I think it's just an isolated ... **R3:** As opposed to the guiding in general? **R2:** Yeah. **R3:** Yeah. Because, like, there were some guided groups that were moving on days that we weren't supposed to. And we're watching everyone else go. But we're just kind of sitting here being like, when is our turn? **I:** *So was it kind of up to him to decide when you went?* **R3:** Yeah. **I:** *And you just didn't feel like he was very committed to your endeavor?* **R3:** No. **R1:** I think we could have pushed harder at times. The conditions were acceptable. Safety-wise it was acceptable. But he always went on the safety side and so we had to follow the judgment of the guide. (*Multi-day User Interview ID#102*)

Multi-day users who were not part of a guided group felt that the guides influenced their experience of community on the mountain, offering advice when needed:

> The guided groups were very helpful, (name omitted), especially was with Rainier. Was very open and I just told them how much we appreciated that, just his advice, because we were brand new at this and we were unguided. We felt like we had the confidence and we felt like we had the skills to be able to tackle this or we never would have. I think we would have then gone with a guide. But we had done some stuff in the lower Cascades and Rainier and Hood and Adams and stuff. (*Multi-day User Interview ID#128*)

> … there was one guy who's in a guided tour advised us that his guide say that we shouldn't go to the summit on that day because it must be still windy up there. And we got that advice and, yeah, we didn't go up that day. (*Multi-day User Interview ID#136*)

To some degree, guides also influenced multi-day users' experience of challenge and risk on the mountain by being conservative and trying to mitigate risk amongst their group:

> Communication's key along the whole trip. … provide the information to people and then giving them reasons why or examples why, either from our experience,

> past experiences on the mountain, or something that might be happening that day. Just try to give them as much as possible to help it balance. Okay, well, I really want to summit, I feel really strong, I'm really motivated, but the wind is blowing 50 knots on the summit plateau and I don't want to lose my fingers so, I mean, we definitely have to play it conservative, more conservative than a lot of other people would, as a guide. But it comes down to what are you willing to risk. How far are you willing to push that? And I think a lot of people don't really know until they get into the circumstances. But if it's in a guided situation, part of our job is to mitigate the risk, and so we're going to play it on the conservative side, we're not going to push that envelope. And they may not actually get a chance to be in those circumstances or in those conditions, where it'd be like okay, well this is why I don't want to be here or why I shouldn't be here, because I want to come away safe, I don't want to come away without fingers and toes. I've seen a lot of frostbite on the mountain, and I don't ever want to get caught out there with clients in that condition where we end up with somebody getting frostbite. That's pretty final. (*Multi-day User Interview ID#119*)

II.B.5. *Cleanliness*

The cleanliness of the mountain environment influenced multi-day users' experiences while in the Denali backcountry. Cleanliness was a positive influence on the experience for multi-day users who perceived the mountain area to be clean:

> **I:** *How were the conditions, like along the trail and at base camps (West Rib of Mount McKinley), like as far as cleanliness?* **R1:** They're clean at base camp. **R2:** Yeah. **R3:** Yeah. **R1:** The only camps we came to that were kind of dirty were our 15,300, which had a coil of ropes and some human waste and then what was it, 16,100, something like that. There was some more little trash, but overall pretty good. **R3:** Yeah, it was really clean. **R1:** Like we couldn't tell anybody had been up there until we hit 15,300. **R3:** Fifteen three. **R2:** Which was pretty impressive. Eight thousand vertical feet, you couldn't tell if anyone had been there. (*Multi-day User Interview ID#107*)
>
> **R1:** There was something that I was surprised, and John too, that there are so many people on that route (West Buttress). It's crowded but it's very clean. I never expected to find it so clean. We were in South America where we go Aconcaqua and there it was ... **R2:** It was different there. **R1:** They have also rangers there. But they do nothing actually, they just sit there, note your passing and that's it. But there it's very clean and very strict. When you come to a camp and you find human waste that you must put away to put your tent, it's not pleasant. But we didn't find it on McKinley. Everything was clean. (*Multi-day User Interview ID#122*)

Cleanliness was a negative influence on the experience for visitors who perceived the mountain area to be unclean:

I: *So how were the conditions at the camps you stayed at (West Buttress of Mount McKinley)?* **R:** Meaning what? **I:** *Meaning like cleanliness and ...* **R:** Eh, there's a lot of issues there. And the Park Service is trying to resolve a lot of problems with human waste and stuff like that. Now above 14 you have to take human waste cans and bring it out with you, which is a great idea. And at camps below that, I mean, people are peeing everywhere and it's just pretty much a mess. **I:** *So you felt like it was a problem?* **R:** Oh yeah, you bet. You know, you go in and start making a kitchen and run into waste. Yeah, it's a big issue. And I'm not exactly sure how they'll resolve it. It'll be a long, long-term process. But, you know, they're making a start. It's good. ***I:*** *What about along the route?* **R:** Same kind of thing. You know, I mean pee holes all the way along. You see it all the time. (*Multi-day User Interview ID#113*)

R: From there we moved to camp 3, which is 11,200 foot camp, probably one of the higher impacted camps on the mountain that I've seen, just as far as the number of people in a small space and some waste and garbage issues definitely. **I:** *Like what did you see?* **R:** One of the problems is the little foam ring for the CMCs. **I:** *Uh-huh (affirmative response). Getting lost?* **R:** Yeah. Tear. People are carrying it on their sleds or somewhere where it could blow away, tear and blow away, so you definitely see some of those around, even though they're white, they kind of blend in. I was telling Roger, I think they should be orange so if they are laying around people can pick them up easier. Some sanitation issues at that camp, too. A little harder to find clean snow if you're careful. It's very crevassed and so it's not really a safe camp to walk around in. You stroll out maybe a couple hundred meters or something and find undisturbed snow. (*Multi-day User Interview ID#119*)

II.B.6. *Being a National Park*

The National Park Service, represented by Denali National Park staff, was a significant influence on multi-day users' experiences in the mountain area. The National Park Service influenced multi-day user experiences in several ways. Many interview respondents commented on the friendliness and helpfulness of the rangers:

R1: The rangers were all really nice, really good people and helpful and not so intimidating, so that was good. **R2:** I agree. I think, I was expecting them to be talking like they're above you kind of thing, but, yeah, they just really want you to kind of achieve your goals and stuff, so. (*Multi-day User Interview ID#135*)

I saw more people on this solo trip than any other solo trip that I've ever done. And I had an unbelievable time. Everything from, like, hanging out with the rangers and having a good time with them, you know, and then just being, like, really, what do you call it, you're either a guest or a host, I guess. So like really good hosts and, you know, if you need water or whatever, you know, they meet

> your, they definitely take care of you up there. If you are in need they'll take care of you. (*Multi-day User Interview ID#108*)
>
> … I think also another thing that I'm probably going to remember a long time from this experience was the staff of the park, the park rangers, Roger, here at the climber's station has been wonderful. And the rangers up on the north side at the national park were very helpful and understanding and good to talk to. And the bus drivers that drove us in were great. Just, the people have been fantastic, with the exceptions of the ones we brought with us. (*Multi-day User Interview ID#118*)

The effort by the National Park Service to keep the mountain clean influenced multi-day users' experiences:

> What is the service provided by NPS I think is just wonderful, the way they keep the trash off the mountain, the way they use the latrines, the way that they use the boxes for people to use them, you know, that's absolutely fantastic. I've been in other countries, like Peru, for example, where in West Caraz it's just like trash everywhere above 6,000 meters. But here people do a very nice work, plus the human aspect of feeling like you have friends all around the mountain, helping you out and always in touch with you, always knowing how you feel. And the possibility of a rescue in case you have an accident, that makes you feel much safer. That's another fact that I really appreciate about this place. (*Multi-day User Interview ID#106*)
>
> I think that the rangers up there, like I saw a lot of really conscientious rangers up there. Even down here before we left, like meeting with Karen Hilton, you know, she's obviously really conscientious about how people deposit their waste and take care of that sort of thing up there. And I like to see that because it makes me feel like at least there's being an effort made to keep it as clean as possible. (*Multi-day User Interview ID#117*)
>
> **I:** *Was there anything else in particular that affected the enjoyment of your trip, positive or negative?* **R:** Not really. Not that I think of. One thing, like while you're doing research on the backcountry, I found that the Parks Administration was really well organized and really cleaned the mountain in terms of structure. You know, you have to poop in the poop cans and rangers are pretty much, not everywhere, but they're here and there. You know, it's really pristine, I found, a pristine park. (*Multi-day User Interview ID#131*)

The manner in which the National Park service responded to safety/medical concerns and organized and facilitated rescue operations on the mountain influenced multi-day users' experiences:

> The rescues, the rescues, the Park Service has got it together. They definitely, for doing rescues off of the West Buttress they've got their stuff pretty well together. Very well together, I should say. Rescues can be like really either way, you know,

> like flipside, like, oh, God and everything's like going really bad. Or they can be on the really smooth side. Seems like everything coming out of 17,000 camp, they take a lot of time to, like, analyze who's actually going to be on the rescue of like independent parties, like myself … Definitely placed a lot of emphasis on, like, safety of the rescuers themselves, as opposed to, yeah, we have a patient that's, you know, in need or not in need or whatever, it doesn't really matter. But they definitely place most emphasis on keeping people safe that were rescuing the person that was, you know, needed the rescuing. And so, yeah, I thought they were really well done. I've been on other rescues that had been a lot less well done. (*Multi-day User Interview ID#108*)

Some multi-day users felt the National Park Service was a negative influence on their experience because of their permit requirements, safety concerns, and facilitated infrastructure on the West Buttress route:

> **I:** *Was there anything in particular that affected your enjoyment of the trip, positive or negative?* **R:** Just one thing, that's to get the permit before. **I:** *The permit?* **R:** Yeah, you have to ask for the permit two months before, and we had trouble with that because the rangers told us that we were late, we get the mail too late and we were expecting to summit on 15th of May and the permit was for the 28th of May until now and just small trouble, but … (*Multi-day User Interview ID#112*)
>
> I went to the high camp with the rest of our group, but I had problem with foot, something's happened. So the rangers forced me to go back down, unfortunately, without giving me any possibilities to choose. Because I think now I know that if I wait, for example, two days or three days my leg is already okay. So if I wait in the high camp probably I could summit it. But they give me no chance. They were very strictly and not so nice I would say. (*Multi-day User Interview ID#120*)
>
> **R1:** … the rangers do a very good job, but they do it too good, I think, because they make it easier for nonclimbers to climb, and that's something that John and myself, that is disturbing. That there are people on the mountain that don't belong on the mountain. **R2:** Normally they don't get there. When you take the fixed rope away you don't get there. **R1:** You have accidents, yeah. **R2:** Yeah. So they stay below. Now they go up because there are fixed rope. With the fixed rope, oh, it's easy. But the fixed rope down, not so easy. And then you have problems and ... **R1:** If there were people who do not climb so much as us on the same day on the summit, they had accidents. We noticed the Denali Pass there are different anchors put by the rangers and that is put to help the large commercial expeditions. There are rope teams of eight, nine men. They can pick up the anchors and pass safely the Denali Pass. But for a team of two or three climbers, it's impossible to use those anchors. They must belay ourselves and that's a pity, I think, because it takes away. Something like Denali you must deserve that, to practice in the Alps or somewhere else and after five or six years you come to

> Denali. But there were climbers who were, never wearing crampons. I don't think that's the work for the rangers. (*Multi-day User Interview ID#122*)

II.B.7. *Overflights*

Overflights were another influence on multi-day users' experiences in the Denali backcountry. Many multi-day users appreciated the overflights in terms of providing a connection to civilization and an indication of weather up high on the mountain:

> (*In response to whether they noticed airplanes flying around, in and out of the area, West Buttress of Mount McKinley*) **R1:** You noticed them at the base. But as soon as you start moving out didn't even hear them really. **R2:** Yeah, you notice them occasionally. **R3:** You notice them on the lower glacier a lot. **R1:** I think because of the bad weather they might not have flown. **R3:** As much, yeah. **R1:** Yeah. **R3:** That's fine. **R2:** But once we got to like 11 (camp) and 14 (camp) the only ones you would hear is the ones on the upper mountain. **R3:** Yeah. **R2:** But it wasn't ... **R1:** It was quite nice, really, to hear that noise. **R2:** It wasn't intrusive or anything. **R1:** Wait it's civilization, you still hear civilization. **R2:** Yeah. **I:** *And you liked that?* **R1:** It's reassuring at times, when the wind's howling and your tent's rocking and you haven't been out of your tent for two days and, yeah, then you get up and you hear the planes are in the distance. **R3:** Well, we like the sound of planes yesterday when we got off. That was for sure. (*Multi-day User Interview ID#102*)
>
> **I:** *How about flights going overhead?* **R:** Tons. Well, there were several, I guess five days when they couldn't fly while we were up there, so it was pretty quiet. But on the clear days the flights were going around all over the place (West Buttress of Mount McKinley). But for us that meant that the weather was good enough for the people up above to be maybe reaching for the summit and the people down below to come in and come out. So rather than being annoying it was an indication of clear weather, clear and calm weather. (*Multi-day User Interview ID#111*)

Multi-day users also appreciated overflights for providing access in and out of the mountain area:

> **I:** *Did you hear planes flying overhead while you were on your climb (West Buttress of Mount McKinley)?* **R:** Yes, yes, yes. It's a bit like Germany with the helicopter. There in Denali it's with the airplanes. But I think when you climb Denali you like airplanes because you know they can pick you up when you want to come back and it's not a problem, I think, for the airplanes. (*Multi-day User Interview ID#112*)
>
> **I:** *Did you see or hear any other planes?* **R:** Yeah, there's, I mean, nothing more than usual. There's planes around, for sure. **I:** *How did you feel about that?* **R:** I can say I felt like it wasn't the wilderness experience that it could have been, but

> then how would I have gotten there? Walk? Yeah, I'm not walk, I didn't walk so I can't say that I can deny anyone else the right to have an airplane come there. I don't think it's in excess. Talking about planes, you know, it's been four days that I've been waiting in the same spot, waiting for a plane to come pick me up. So the planes are there and they're definitely not, like, part of the wilderness, but at the same time they're doing the job to get you where you want, to get you somewhere you want to be. And at times, you know, sometimes that, like, I mean, if you were being rescued or whatever, that [makes sounds] of a chopper or whatever it might be, you know, that's the best sound you could ever hear. And it's part of it. I mean you know going in there that that's part of your experience. And other times it's good to hear that man's still, life still exists other than where you are at the moment. Yeah, the planes are the planes. They, that's how you get there and that's how you get back and if it weren't for the planes, in a way, I mean, you could be in a pretty dire situation. (*Multi-day User Interview ID#108*)

Some multi-day users did indicate that there was the potential for overflights to negatively influence their experience of solitude or wilderness in the mountain area:

> **I:** *Did you see or hear planes flying overhead while you were out there (West Buttress of Mount McKinley)?* **R:** Yeah, pretty much all the time when it was, like, sunny. Like, I guess it takes a little bit away from the, you always know that, it takes away from, you know, the sort of solitude point of view. But you can see, you know, there's probably people with high heel shoes in those planes and you're there slogging it along. But I guess it's always a comfort to know, too, that there's, you know, pretty much most of the time when it's good weather there's always something that could back you up if something happened, but, yeah. But there's no, like, other than that I wouldn't think that it would affect, like the wildlife because there's not really wildlife up there. So it doesn't really bother me. Like, if it would have been a place where there'd be a lot of wildlife maybe it would have been a bigger problem, but there's no, not really wildlife up there. (*Multi-day User Interview ID#131*)

> **I:** *You mentioned planes. How did you feel about the number of overflights, hearing, seeing (West Buttress of Mount McKinley)?* **R:** Again, I expected that, too. So it is what it is. You know, we were stuck in base camp for two days after waiting already two days before in rain, so we were all pretty excited to hear the planes. It's all relative. You know, if I wanted a wilderness experience without that, I would go to a different area. You know, that you can do. It just takes a little effort. (*Multi-day User Interview ID#132*)

III. Quantitative Results by Objective

The remaining results relate to the data collected from the quantitative survey portion of the study. The results are presented in order by objective and subdivided under each objective by the data source (day users, multi-day users).

III.A. Objective 2: Describe the characteristics of visitors

III.A.1. Day Users:

Objective 2a: *Destination of Trip*. Respondents were asked to indicate each backcountry location where they landed. Thirty-one percent of the respondents did not remember, did not know where they landed, or did not indicate a location (Q1d-DU). Of those who did give a location, 68 percent landed at the Ruth (Q1a-DU), 22 percent landed at the Kahiltna base camp (Q1b-DU), and 11 percent landed at another site (Q1c-DU): seven percent at Eldridge Glacier, and one percent each at the South Face, Pika, and Knik Glaciers (*Note: the names may not be accurate; they were written in by the respondents*). Two of the respondents indicated that they landed at two sites on their flightseeing trip.

Objective 2b was to identify the mode of access – meaning day use or multi-day use. This objective was met by separating the analyses into these two categories.

Objective 2c: *Purpose of Trip (main activity)*. Virtually all of the respondents (98 percent) took the flightseeing trip to view the sights (Q2-DU). Other reasons mentioned were to scout a climbing route (1 percent), to land on a glacier (and see the sights), to avoid the crowds and reservations in Denali, and for personal reasons (to scatter loved one's ashes).

Respondents were asked to indicate what other activities they did in Denali National Park on their trip besides taking the flightseeing tour. In descending order of frequency, other activities included: taking the park bus tour (53 percent, Q3d-DU), stopping at the park visitor center (52 percent, Q3h-DU), stopping at the Talkeetna ranger station (24 percent, Q3i-DU), day hiking in the park (20 percent, Q3b-DU), attending an interpretive program (16 percent, Q3f-DU), and other activities (12 percent, Q3e-DU), including rafting (six percent), camping, photography, bicycling, and staying at a lodge (Q3espec-DU).

In addition to activities in the park, respondents who did not live in Alaska listed activities that they participated in across the state while on their trip. Eighty-four percent of the respondents indicated (by providing a list) that they did recreation activities in Alaska outside of Denali National Park while on their trip to Alaska. Because each list of activities is unique to the respondent they are not summarized in detail here, but are listed in the results appendix (Q4-DU). The most popular activities in Alaska outside the park included: visiting friends and relatives (abbreviated VFR in Q4-DU), fishing, visiting museums, visiting Anchorage and Fairbanks, and taking cruises in the Southeast.

Objective 2d: *Satisfaction with Opportunities*. Because the study methodology called for surveying respondents after their trip, and relevant literature suggests that evaluations of motivations are influenced by the experience (Manfredo, Driver, and Tarrant, 1996), this research focused on measuring satisfaction with opportunities to achieve outcomes rather than motivations for taking the trip. Respondents were asked to rate their satisfaction with 29 different opportunities to achieve outcomes. These are described in the day use variable description list under variables Q9a through Q9cc *(the list is at the beginning of Appendix I)*.

This type of research generally calls for measuring outcomes across a large number of items that represent a smaller number of underlying dimensions. Factor analysis is a data reduction process that identifies the underlying dimensions and the items that belong in them. Items that "do not play well with others" (e.g. little variation, low correlation with all other items, severe skewness or kurtosis) tend to be dropped during the iterative modeling process. The result is a reduced pool of items that hang well together within a few discrete dimensions.

The factor analysis method for this study used maximum likelihood extracted of common factors (factors based on common variance across the items). The resulting factors were rotated with oblique varimax to improve interpretability. Items loading highest on the rotated factors were combined using weighted averages based on factor score coefficients to construct composite scales representing the factors of experience outcomes. Appropriateness of forming composite scales from the factor items were verified with acceptable measures of Chronbach Alpha (generally > 0.7 is adequate for constructing scales).

The satisfaction items were measured on a scale from -2 (very dissatisfied) to +2 (very satisfied). Respondents were not given a neutral response category, but were given an opportunity to indicate that the item was not important to them. When conducting a factor analysis it is important to have responses from each survey participant across all of the items to be considered because missing data on any response will necessitate dropping the entire observation from consideration. Therefore, responses to items indicating that they were not important were treated as neutral on the dissatisfaction/satisfaction scale. For the resulting factor scores, respondent could score an overall neutral rating if they felt all of the items in the factor were unimportant, if they evaluated an equal number of items with satisfaction and dissatisfaction, or from a combination of these two reasons. Additionally, responses to individual items that were missing completely (as opposed to scored as unimportant) were estimated rather than treated as missing in order to retain for consideration in the factor analysis that individual's responses to other items. The missing responses were replaced using a SAS procedure for estimating missing data by computing multiple imputations of the responses and replacing the missing data with the means of the imputed estimates.

The factor analyis of satisfaction with outcome opportunities for day users resulted in four emergent factors using 22 of the 29 original items. The four factors were given descriptive labels: satisf1-DU = 'Experience Nature,' satisf2-DU = 'Personal Growth,' satisf3-DU = 'Self-expression,' and satisf4-DU = 'Escape.' Overall, 29 percent of the variance across the 22 items was accounted for in the four factors based on common variance, with six percent, eight percent, seven percent, and seven percent accounted for by each factor, respectively. The resulting continuous measures were constructed using the same numeric scale as the original items, with the lowest possible score being -2 (indicating 'very dissatisfied'), and the highest possible score being +2 (indicating 'very satisfied' with the opportunity). Table three shows the factors and the items used to construct them.

Table 3: Day Users' items and factors related to satisfaction with opportunities, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q9(a-cc)-DU.***

	Factor One DU - Experience Nature; *Satisfaction with Opportunity:*	Item Weight in Factor
q9u	To be close to nature	0.16
q9t	To view scenery	0.15
q9s	To experience wilderness	0.13
q9p	To feel exhilaration	0.13
q9r	For photography	0.12
q9a	To experience excitement	0.11
q9y	To experience new things	0.10
q9b	To experience the sounds of nature	0.09
	Average Factor Satisfaction Rating*:	1.7
	Variance across the 22 variables accounted for (weighted)	6%

	Factor Two DU - Personal Growth; *Satisfaction with Opportunity:*	Item Weight in Factor
q9d	To be creative	0.30
q9e	To use your mind	0.27
q9c	To gain a sense of self-confidence	0.24
q9g	To gain recognition	0.19
	Average Factor Satisfaction Rating*:	0.8
	Variance across the 22 variables accounted for (weighted)	8%

	Factor Three DU - Self-expression; *Satisfaction with Opportunity:*	Item Weight in Factor
q9o	For self-expression	0.19
q9m	To express personal values	0.16
q9cc	To show others you can do it	0.15
q9q	To gain a sense of accomplishment	0.15
q9n	To get away from authority	0.14
q9z	To study nature	0.12
q9aa	To explore the area	0.10
	Average Factor Satisfaction Rating*:	0.8
	Variance across the 22 variables accounted for (weighted)	7%

	Factor Four DU - Escape; *Satisfaction with Opportunity:*	Item Weight in Factor
q9l	To slow your mind down	0.42
q9k	To disengage from normal life	0.30
q9j	To experience solitude	0.28
	Average Factor Satisfaction Rating*:	1.1
	Variance across the 22 variables accounted for (weighted)	7%

Overall variance accounted for by the four factors across 22 variables	29%

** on a scale from -2, very dissatisfied to +2, very satisfied*

Factor One (satisf1-DU), named 'Experiencing Nature,' consisting of eight items (including excitement, sounds of nature, exhileration, photography, wilderness, scenery, nature, and new things) showed the greatest overall satisfaction of the four opportunity factors. The mean score on this dimension was 1.7. Eighty percent of respondents were 'Very Satisfied' with the opportunity to experience this benefit dimension (satisf1-DU under Q9-DU). Less than two percent of the respondents evaluated their satisfaction with the dimension as neutral or dissatified.

Factor Two (satisf2-DU), named 'Personal Growth,' included items related to being creative, using your mind, self-confidence, and recognition. This factor, with a mean of 0.8, had the lowest average satisfaction score of the four opportunity dimensions. Even though it was evaluated the lowest, it still received mostly positive ratings, with only one percent indicating dissatisfaction with the opportunities for personal growth and 24 percent being very satisfied. Of all the factors identified, this was most likely to be evaluated as neutral or unimportant (41 percent).

Factor Three (satisf3-DU), labeled 'Self Expression,' had items measuring self expression, showing others you can do it, getting away from authority, expressing personal values, sense of accomplishment, exploring, and studying nature. This factor was evaluated similarly to factor two; with a mean score of 0.8, 40 percent of respondents evaluating it as neutral or unimportant on average, and 15 percent indicating high satisfaction with the opportunity.

Factor Four (satisf4-DU) for the day use sample, labeled 'Escape,' included items measuring slowing your mind down, disengaging from normal life, and experiencing solitude. This factor had a mean score of 1.1, and 36 percent of the respondents rated their satisfaction with the factor as 'very satisfied.' Overall, less than one percent of the respondents were dissatisfied and 18 percent indicated a neutral or unimportant score on satisfaction with the factor.

Objective 2e: *General demographic information*. The day use respondents were divided almost evenly between females and males (47 percent and 53 percent, respectively, Q18-DU). Their mean age was 51 years old (the median age was 53, Q17-DU).

Most of the respondents grew up in and currently lived in small to large cities rather than small towns or rural areas (only about 16 percent currently lived in small towns or rural areas). Respondents generally lived in larger cities than where they grew up. The most common size of city for the respondents to grow up in (the modal response) was a medium size city (size 50,000 to one million people, 25 percent or respondents, Q19a-DU), while they were most likely to now live in a major metropolitan area (greater than one million people, 30 percent of respondents, Q19b-DU).

The respondents were well educated, with 62 percent having a college degree or more, and 30 percent having a graduate degree (Q20-DU). They reported a median household income of $80,000 to $100,000 per year, with 13 percent making less than $40,000 and eight percent making more than $200,000 per year (Q21-DU). The respondents' median and modal household

size was two (51 percent), with 22 percent living alone and 27 percent living in households larger than two people (Q22-DU).

Objective 2f: *Past experience in Denali, perception of trends in conditions*. Most (86 percent) of the respondents were on their first flightseeing trip to the Denali backcountry, while nine percent were on their second trip (Q14-DU). Only a few of the respondents (a sample of six) noticed any changes since their first trip of this type – 25 percent of the 14 percent who were returning noticed a change (Q15-DU). The comments received on the changes included: 'more tourists,' 'higher price,' and 'less trash on the mountain' (Q15spec-DU).

Objective 2g: *Intent to return and reasons for intent*. A large minority of respondents (46 percent, Q16-DU) felt that they would return to Denali for a similar flightseeing trip within the next five years. The following excerpts were comments written in the questionnaires to explain why they will or will not return within five years, with the comments about why not listed first. Common reasons why respondents felt they would not return within five years included: age, expense, been there/done that, and other places to see. Only one respondent mentioned that the small plane scared them. Respondents who did feel they would return were likely to give reasons including: the general experience is worth repeating, to share with other friends and family, to do more activities, and to do activities that were prevented because of weather this time (Q16spec-DU).

Why day users will not return within five years (*representative responses by category*):

Age

- We are getting too old.
- I'm 80 years old so twice is enough.
- My age - lots of other places to visit in the world.
- My age is 72
- Age and finances.

Expense

- Our trip was ideal but costly and I don't think the flight could be improved upon. I'd do other activities.
- Very expensive.
- The trip was expensive. Not sure if I'll have the money again.
- Cost and fear of flying in small planes in the mountains.
- Distance and cost
- Price and other places to visit.
- Time and money

One-time Experience

- Probably won't get to visit Alaska again within the next five years.
- Simply could not improve on the experience.
- Once-in-a-lifetime adventure.
- May not return to Alaska - If I do, I will definitely take another trip.
- Do not like to repeat experiences
- Life is short.
- Been there, done that now - beautiful but probably hike more next time.
- Once every 10 years is enough

- I don't know if I will revisit Alaska in the next five years, I would not need to do the flight again.
- Not in this time frame
- Already done it once, and was not overly impressed with Alaska.

Go Somewhere Else Next Time

- Have many other states in the lower 48 to see.
- Desire to see many other states and countries and I've been to Alaska twice now.
- Don't plan to come back for a long time. It was a once-in-a-long time trip. Great, but we'd go somewhere else next
- Want to travel to other countries or states.
- Probably will visit other parts of the country
- Too many other experiences to also be enjoyed.
- My next trip will be for drop-off to climb.
- Lack of opportunity and want to experience other places. This is not a strike in any way concerning my trip to Denali.

Why day users will return within five years (*representative responses by category*):

Worth Repeating

- If I didn't, my life would be wasted.
- It was one of the most beautiful things I have ever done.
- It was the best experience we have had.
- The beauty of unspoiled wilderness.
- I send everyone I know to this place.
- It was one of the most spectacular thing I've ever done.
- I do this at least once a year to see the scenery; usually with other visitors.
- I got an addiction to this beauty.
- Flight seeing is the only way I have to get that close to the mountains.
- It was quite simply one of the most exhilarating experiences of my life. Money allowing, I'll be back.

To Share

- Take rest of family.
- To share with other friends / family not on this trip.
- I would like my husband to experience the trip.
- Want to bring kids
- It was a great experience, and I would like to bring a friend to see how great it is.

To Do More

- I'd like to see more.
- May go for skiing sometime.
- One trip is not enough to see it all.
- Would like to see another glacier.
- Return to climb.
- Expensive, but well worth it. The next trip, #18, will see bears feeding.
- Hopefully to climb Denali

Hope for Better Weather

- To hopefully visit Base Camp - with better weather conditions.
- I missed seeing McKinley (weather).

III.A.2. Multi-day Users:

Objective 2a: *Destination of Trip*. While day use respondents were asked to list all of the places they landed on their flightseeing tour, multi-day users were asked to indicate only one final fly-in destination. The Kahiltna base camp was the destination for 87 percent of the fly-in multi-day users, while four percent landed at the Ruth Amphitheater (Q1-ON). Nine percent of the respondents said they landed at a destination other than the Kahiltna or Ruth. Most of those users flew into the Pika Glacier or Little Switzerland on the Pika Glacier. Other destinations mentioned (and the number of respondents mentioning them) were Wonder Lake (1), Tokasitna East Fork (1), Root Canal / Moose's Tooth (4), and the Kantishna Glacier (2).

In question 3, multi-day users were asked to indicate what mountain they attempted, if they summited, if they followed their desired route, and, if not, why not. Seventy-nine percent of the respondents indicated that they attempted to climb Mount McKinley, with other common destinations including Mount Foraker (6 percent), Mount Hunter (4 percent), Moose's Tooth (3 percent), and Kahiltna Dome (3 percent, Q3a-ON). Fifty-five percent of the respondents summited the peak they attempted (Q3b-ON), and 77 percent of the respondents followed their desired route (Q3c-ON). The most common reason indicated for not following the desired route or summiting was because of the weather in general (Q3d-ON), with other common reasons also centering on weather and route conditions.

Objective 2b was to identify the mode of access – meaning day use or multi-day use. This objective was met by separating the analyses into these two categories.

Objective 2c: *Purpose of Trip (main activity).* The majority of respondents (97 percent) indicated that they were on mountaineering or climbing trips (Q2-ON). Ski touring was the main reason for two percent of the respondents, and variations of climbing or skiing were mentioned by the other respondents (Q2cspec-ON).

> To try to get on the west ridge of Hunter, be successful. Basically just get on it and see what it was like. *(Multi-day User Interview ID#103)*
>
> I'm doing a project called the Seven Summits, climbing the highest mountain of every continent or geographical area. And Denali corresponds with the highest mountain of North America. So that's why I came and climbed this mountain. *(Multi-day User Interview ID#106)*
>
> Ski touring. Ski mountaineering. Initially it was to climb and ski Foraker and then we ended up climbing and skiing, what did we end up doing? We got shut down in lots of weather. We spent like five days straight in the tent for sure. And got shut down with weather. Ended up skiing. *(Multi-day User Interview ID#116)*

In question four, respondents indicated what type of group they were in during their backcountry visit. Most of the respondents were members of private parties (74 percent), followed by guided groups (25 percent), and the occasional soloist (1 percent, Q4-ON).

Respondents were asked about other activities they did while in Denali National Park. Listed in descending order of frequency, other activities included: stopping at the Talkeetna ranger station (all permitted climbers are supposed to stop there) (88 percent, Q5i-ON), stopping at the visitor center (18 percent, Q5h-ON), day hiking (7 percent, Q5b-ON), backpacking (6 percent, Q5a-ON), stay at park campground (4 percent, Q5c-ON), flightseeing (4 percent, Q5g-ON), park bus tour (3 percent, Q5d-ON), attend interpretive program (3 percent, Q5f-ON).

Multi-day users were asked to list activities they did in Alaska, outside of Denali National Park. This group was less likely to list additional activities than the day user group. While 84 percent of day use visitors listed activities they did outside of Denali, only 44 percent of the multi-day users provided a list. As each response is unique, the list is not summarized here, but all responses are listed in the results appendix (Q6-ON). The most commonly listed activities included fishing, visiting Anchorage, and hiking.

Objective 2d: *Satisfaction with Opportunities*.

Because the study methodology called for surveying respondents after their trip, and relevant literature suggests that evaluations of motivations are influenced by the experience (Manfredo, Driver, and Tarrant, 1996), Respondents were asked to rate their satisfaction with 40 different opportunities to achieve outcomes. These are described in the multi-day use variable description list under variables Q10a through Q10nn found at the beginning of Appendix J. See Objective 2d day use results for a description of the process used to conduct the common factor analysis and to assess satisfactions with opportunity factors.

The factor analyis of satisifaction with outcome opportunities for multi-day users resulted in four emergent factors using 19 of the 40 original items. Overall, the four factors accounted for 37 percent of the variance across the 19 items, with each factor accounting for nine percent, eight percent, nine percent, and 10 percent of the variance, respectively. The four factors were given descriptive labels: satisf1-ON = ‘Personal Creativity,’ satisf2-ON = ‘Nature Appreciation,’ satisf3-ON = ‘Climbing Experience and Outcomes,’ and satisf4-ON = ‘Climbing Goal Acheivement.’ The dimensions were constructed using the same scale as the original items, with the lowest possible score being -2 (indicating ‘very dissatisfied’), and the highest possible score being +2 (indicating ‘very satisfied’ with the opportunity. Table four shows the items from Q10 that are included in the four factors.

Table 4: Multi-day Users' items and factors related to satisfaction with opportunities, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q10(a-nn)-ON.***

Factor One ON - Personal Creativity:		Item Weight in Factor
q10d	To be creative	0.23
q10e	To use your mind	0.20
q10mm	To think for yourself	0.17
q10cc	To gain control over self	0.16
q10n	For self-expression	0.13
q10bb	To be free to make decisions	0.12
	Average Factor Satisfaction Rating*:	1.1
	Variance across the 20 variables accounted for (weighted)	9%

Factor Two ON - Nature Appreciation*:*		Item Weight in Factor
q10s	To be close to nature	0.34
q10b	To experience sounds of nature	0.24
q10kk	To experience wilderness	0.21
q10ee	To study nature	0.16
q10i	To experience solitude	0.06
	Average Factor Satisfaction Rating*:	1.0
	Variance across the 20 variables accounted for (weighted)	8%

Factor Three ON - Climbing Experience and Outcomes*:*		Item Weight in Factor
q10dd	To practice climbing skills	0.32
q10o	To feel exhilaration	0.19
q10ff	To test your abilities	0.19
q10j	To disengage from normal life	0.16
q10aa	To develop climbing abilities	0.14
	Average Factor Satisfaction Rating*:	1.4
	Variance across the 20 variables accounted for (weighted)	9%

Factor Four ON - Climbing Goal Achievement*:*		Item Weight in Factor
q10gg	To summit a specific peak	0.48
q10jj	To climb the highest peak in North America	0.35
q10p	To gain a sense of accomplishment	0.17
	Average Factor Satisfaction Rating*:	1.0
	Variance across the 20 variables accounted for (weighted)	10%
	Overall variance accounted for by the four factors across 19 variables	37%

** on a scale from -2, very dissatisfied to +2, very satisfied*

Factor one (satisf1-ON), labeled 'Personal Creativity,' consisting of six items ('to be creative,' 'to use your mind,' 'to think for yourself,' 'to gain control over self,' 'for self-expression,' and 'to be free to make decisions') was rated fairly high by the multi-day users. The average score on

the factor was 1.1 (slightly satisfied), with 78 percent of the respondents rating the factor one or greater. Less than one percent of the respondents were dissatisfied with this opportunity overall, and 21 percent felt neutral about the factor overall.

Factor two (satisf2-ON) was labeled 'Nature Appreciation' and included five items: 'to be close to nature,' 'to experience sounds of nature,' 'to experience wilderness,' 'to study nature,' and 'to experience solitude.' Respondents gave this factor an average rating of 1.0 (Slightly satisfied). Five percent of the respondents were dissatisfied with this opportunity factor, while 37 percent were very satisfied. Seventy-four percent of the respondents evaluated the factor positively with a rating of at least 'somewhat satisfied'.

The third factor (satisf3-ON), labeled 'Climbing Experience and Outcomes,' included five items: 'to practice climbing skills,' 'to feel exhilaration,' 'to test your abilities,' 'to disengage from normal life,' and 'to develop climbing abilities.' On average respondents rated this factor at 1.4, or 'slightly satisfied' overall. Two percent of the respondents were dissatisfied with the opportunity to experience this factor, while 93 percent were at least slightly satisfied and 53 percent were very satisfied. This factor received the highest average evaluation of the four types of opportunities.

The fourth emergent factor (satis4-ON) was labeled 'Climbing Goal Achievement' and included three items: 'to summit a specific peak,' 'to climb the highest peak in North America,' and 'To gain a sense of accomplishment.' The mean response for these items was 1.0, indicating respondents were 'slightly satisfied' overall with this opportunity. Thirteen percent of the multi-day users were slightly or very dissatisfied with this opportunity, while 18 percent scored neutral overall on the evaluation.

Objective 2e: *General demographic information*. The median age of the respondents was 36 years old (the mean age was 38, Q20-ON). The majority of the respondents were males (88 percent male, Q21-ON). They were highly educated, with 75 percent having at least a college degree, and 34 percent having a graduate degree (Q22-ON). The respondents were likely to live alone (41 percent) or with one other household member (28 percent, Q24-ON). The respondents had a wide range of incomes, with 15 percent making less than $20,000 per year and 14 percent making more than $200,000 per year (Q23-ON). The median income was $60,000 to $80,000, while the modal income (most common $20,000-range category) was less than $20,000 per year (Q23-ON).

In question 19, respondents were asked to rate their climbing and skiing skill level from beginning to expert. Fifty-one percent of the respondents rated their climbing skills at the advanced level, followed by 29 percent intermediate, 16 percent expert, and three percent beginner (Q19a-ON). Respondents rated themselves a bit lower on skiing skills, with 32 percent rating their skiing skills as advanced, 27 percent intermediate, 21 percent expert, 14 percent novice, and six percent beginner (Q19b-ON).

Objective 2f: *Past experience in Denali, perception of trends in conditions*. Many of the respondents (57 percent) were on their first backcountry climbing/skiing trip in Denali National Park, 20 percent were on their second trip of this type, and the remaining 23 percent were on

their third or more trip (Q16-ON). Of those respondents not on their first trip (43 percent were returning), 58 percent (*n = 128*) said they noticed changes since their first trip (Q17-ON). When asked to describe the types of changes, the most common response was that conditions were cleaner on the mountain – especially in regard to human waste. Other common responses included that the climate was warming, and the mountain has become more crowded. Some of the specific written comments from those who witnessed changes are listed below.

Changes witnessed by multi-day users (*representative responses by category*):

Cleanliness

- The use of the porta-john canisters a great incentive.
- Sanitation has greatly improved.
- More human waste, more people.
- Less trash and more people.
- Felt that the mountain was cleaner i.e. less human waste, garbage.
- Cleaner now than in 1998.
- Cleaner at 17k with CMCs. More rude climbers.

Climate

- The climate was very bad, no window for the Cassin.
- Much warmer.
- Lots of melted out areas, not there in the past.
- Less snow on the mountains.
- It was very warm for the first part of May.
- Glacier breaking up.

Crowding

- The plane noise and sightseers were worse in June.
- Mostly increased air traffic at flight sights.
- First visited in 1963 - change in numbers is beyond belief.
- Rangers are more visible.
- More females on the mountain this time.
- It has been 20 years - flightseeing was a huge change.
- Fewer idiots. 60-day reservation limit seems to work.

Objective 2g: *Intent to return and reasons for intent*. A majority of respondents (62 percent, Q18-ON) indicated that they would return to Denali for a similar type of trip within the next five years. The following comments explain why they would or would not return within five years, with the comments about why not listed first. Common reasons why respondents felt they would not return within five years included: The expense and time commitment, 'been there and done that' goal attainment, with a few mentions of crowding, weather, and other factors. Most everyone who gave a reason why they would return within five years said that they just had more climbing to do - to repeat the experience, to summit, or to try another route.

Why multi-day users would not return within five years (*representative responses by category*):

Expense and Time

- I will be in graduate school, but I hope to within the next 10 years.
- Other places to go - maybe after five years.

- I will in 20 years with my kids.
- Expensive, small time window, successful summit trip!!
- Economics and interest in alpine climbing.
- A long way from home and expensive
- The cost from the UK, and there are many other places to visit first! Definitely will visit one day again though.

I'd definitely come back to Alaska to do more climbing or more backpacking or kayaking. I don't think I'll be doing Denali due to the logistics and the costs. But it's such a great state that there's more than enough to do. *(Multi-day User Interview ID#102)*

Goal Accomplishment

- Climbed the peak, on to other destinations.
- Many other mountains in the world are waiting
- Done it.
- Been there.
- I made to top of Denali.
- I'm 53. I'll use my remaining climbing years to see the many other mountains there are to climb.
- Summited this year so I'll likely climb elsewhere before returning.
- The main goal was to climb to the summit of Denali. Since I achieved that, I probably won't be back for a while.
- Too many other unexplored wilderness areas
- A wish of my life is fulfilled

R: I'll come back to Alaska and I will come back to the mountains. **I:** *But not McKinley.* **R:** But not to do McKinley, no. There's so many mountains that you can do, so I wouldn't limit myself just to McKinley. I'd do lots more. *(Multi-day User Interview ID#102)*

Crowding

- It's ridiculously crowded. There are so many other places to go where one can experience some wilderness to themselves. That's the price for being the "highest point". If I did return it would never be to the West Buttress.
- Although it was a rather interesting experience, in the future I would prefer more remote skiing/mountaineering.
- It's not a wilderness experience.
- Too crowded - maybe a trip to Foraker or Hunter?
- The weather is so unreliable, even in May, and I'll head for Peru until I forget and come back.

Why multi-day users would return within five years (*representative responses by category*):

Goal Attainment

- I'd like to return to summit.
- Still more mountains to climb.
- Need to go back to Foraker and try again.
- Did not summit and I live nearby.
- To give the summit another try.
- Still a lot of the park to see.
- Many more mountains to climb and lessons to be learned in Denali.

- To summit next time.
- More climbing objectives.
- Try a different (harder) route.
- Mount Foraker could be our next climb.
- Still have not stood on top.
- Will do a ski trip to Little Switzerland or Ruth Glacier.
- Didn't summit because of bad weather. Wish to try again.

I: *Yeah, do you have a desire to come back?* **R1:** Absolutely, absolutely. **R2:** Oh yeah. Oh yeah. **I:** *Unfinished business?* **R2:** Unfinished business. **R1:** Yeah. *(Multi-day User Interview ID#109)*

Beauty, Wilderness

- The Alaska Range has some amazing wilderness!
- Fantastic wilderness.
- Beautiful scenery, varied alpine environment, large scale of Alaska Range. Won't do West Butt again. Too many people.
- Beautiful place.
- It will probably be to Foraker rather than Denali - why? - it's the most beautiful place I have been to.
- I love the 24 hours of daylight.
- The beauty of the area is overwhelming. The remoteness and extreme conditions make it attractive.
- It is one of the finest wilderness / climbing venues in the world.
- Beautiful and wild…wonderful area to test ones self, and to seek and achieve adventure!

I: *Do you have a desire to come back?* **R:** I do. Absolutely. **I:** *How come?* **R:** For that reason. There's nothing else like it. It's absolutely amazing. *(Multi-day User Interview ID#111)*

Attachment

- Like to climb in the area.
- I would love the opportunity to experience Denali again.
- How sad I would be if that was determined to be my last experience…
- Denali gets in the blood!
- Most likely on a yearly basis over next four - six years, possibly 20+ times over next 25 years.
- The best place I have ever been
- Want my wife to experience mountain.
- If I can get the money; it was terrific for my soul.
- Familiar and easy to get to.
- Believe it will be with my young family rather than my climbing friends. Climbing again five - 10 years.
- Next trip more likely to be a backpacking trip into DNP. In any event, a unique environment very much worth visiting again.
- Life wouldn't be the same without a trip to Alaska once a year.
- Always returning to the Alaska Range.
- Bring kids next time.

I promise I will come back to Alaska. I really fell in love with it. I'd like to climb everything. I go to Ruth Glacier, to the Moon Flower Range, Foraker, Huntington,

Hunter. I hope I get the time and the money to come back here. *(Multi-day User Interview ID#106)*

Climbing

- Because I like to climb.
- My first experience gave me an idea about what was there. Now I can plan more detail trips to enjoy it better.
- It's a valuable place to visit in the world. I've come to need climbing trips like these and in these types of places. I don't want government regulating my opportunities through regulation. I am a respectful user of wilderness.
- Lots of fast and light opportunities for climbing (w/ 24 hour daylight, its ideal).
- Great mountain, plenty of room away from West Buttress.
- The West Rib is an awesome climb and we saw no one on the route, this is exactly what I wanted. We were responsible for the route finding each and every day. We got to 18,300 where the weather turned us around. I want to finish the West Rib.

You know, I'm hoping to go back and go to Denali, maybe, or Foraker or one of those areas. But, yeah, I'd go back to the Pika Glacier for sure. I mean, I'd go back to the, I'd go back to the Ramparts as well. You know, there's some awesome climbing there. Some great slopes as well that I'd love to jump on a snowboard and carve it up. But, I mean, yeah. There's so much to do that you can't possibly fit it in in one trip, you know. Everywhere around you you look and there's a climbing route or there's a slope to ski or something. You know, it's like a winter playground, or summer playground, but yeah, snow playground. It's unreal. *(Multi-day User Interview ID#105)*

III.A.3. Objective two Graphical Summary and Comparisons

Table 5: Visitors' Participation in Activities in the Park, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q3-DU and Q5-ON.***

Additional Denali National Park Activities on this trip	Day Users	Multi-day Users
Bus tour	53%	3%
Visitor Center	52%	18%
Talkeetna Ranger Station	24%	88%
Day Hiking	20%	7%
Interpretation Program	16%	3%

Table 6: Respondent Profiles, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q17-DU,Q20-ON, Q18-DU, Q21-ON, Q20-DU, Q22-ON, , Q21-DU, Q23-ON, Q22-DU, Q24-ON, Q14-DU, Q16-ON, Q16-DU, and Q18-ON.***

Characteristics	Day Users	Multi-day Users
Average Age	51	38
% Males/Female	53/47	88/22
Education of at least a college degree	62%	75%
Median household income	$90,000	$90,000
Median household size	2	2
On first trip of this type to Denali	86%	57%
Intend to return for a similar trip w/in 5 years	46%	62%

Figure 1: Backcountry Fly-in Glacier Destination, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q1-DU and Q1-ON.***

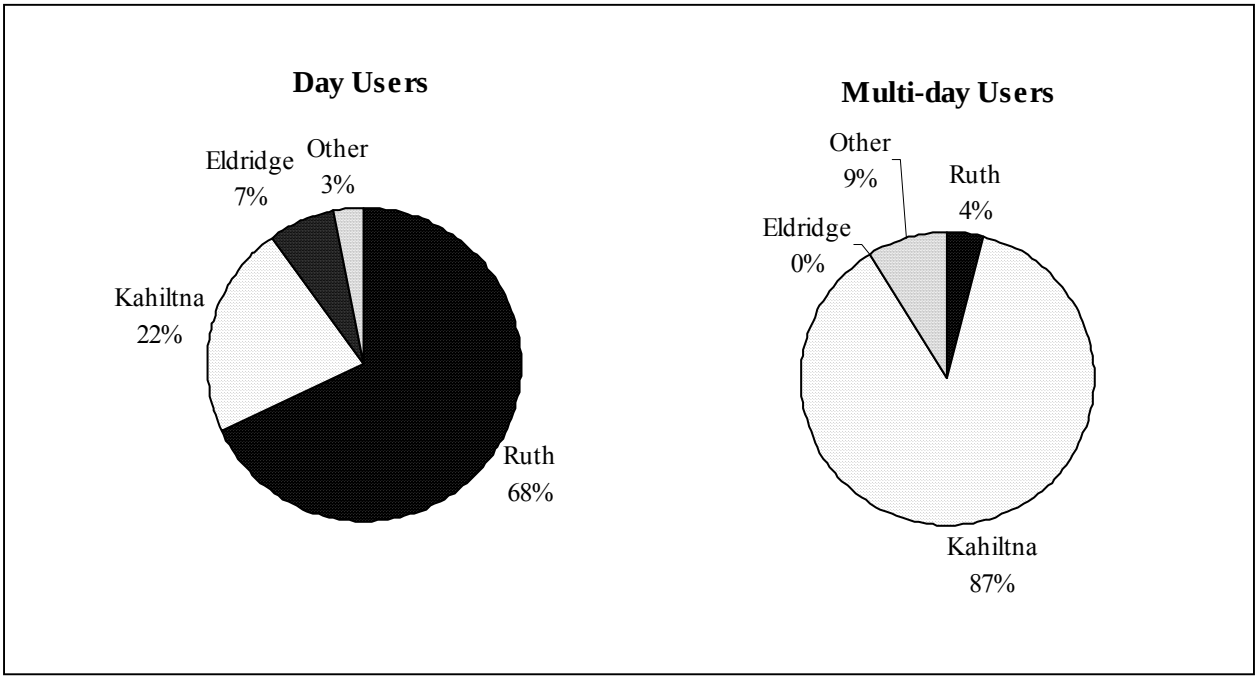


Figure 2: Multi-day Users' Self-rated Skill Levels, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q19a-ON and Q19b-ON.***

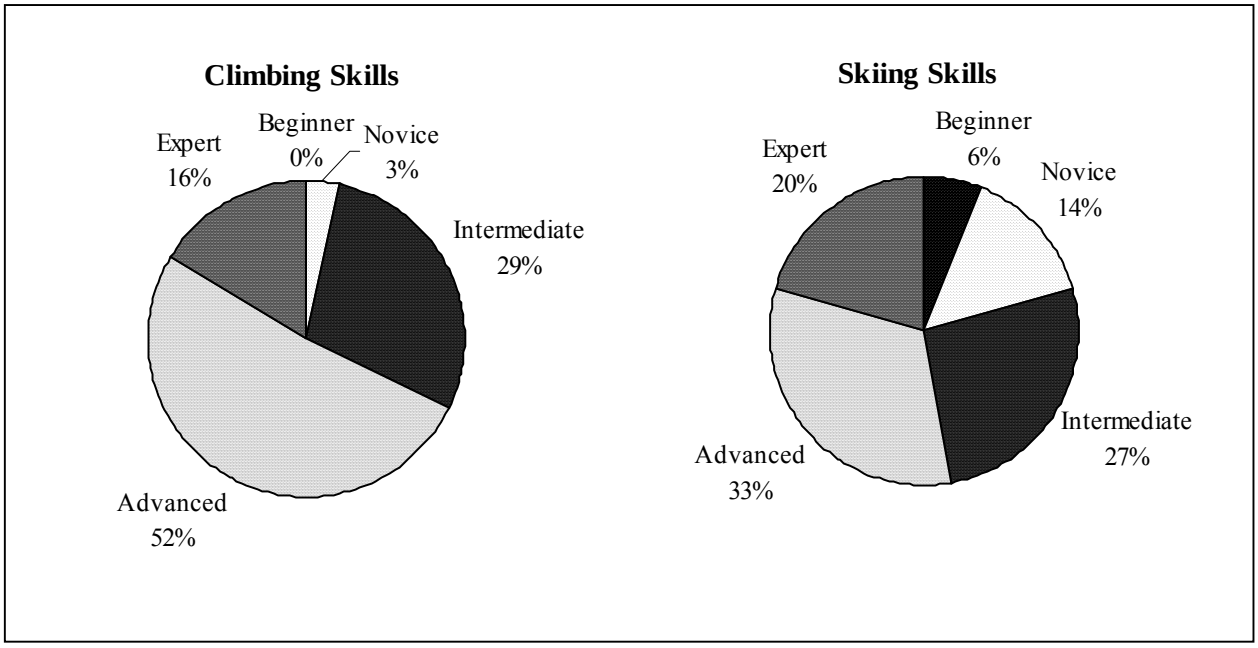


Figure 3: Satisfaction with Opportunities to Experience Important Trip Outcomes, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q9(a-cc)-DU and Q10(a-nn)-ON.***

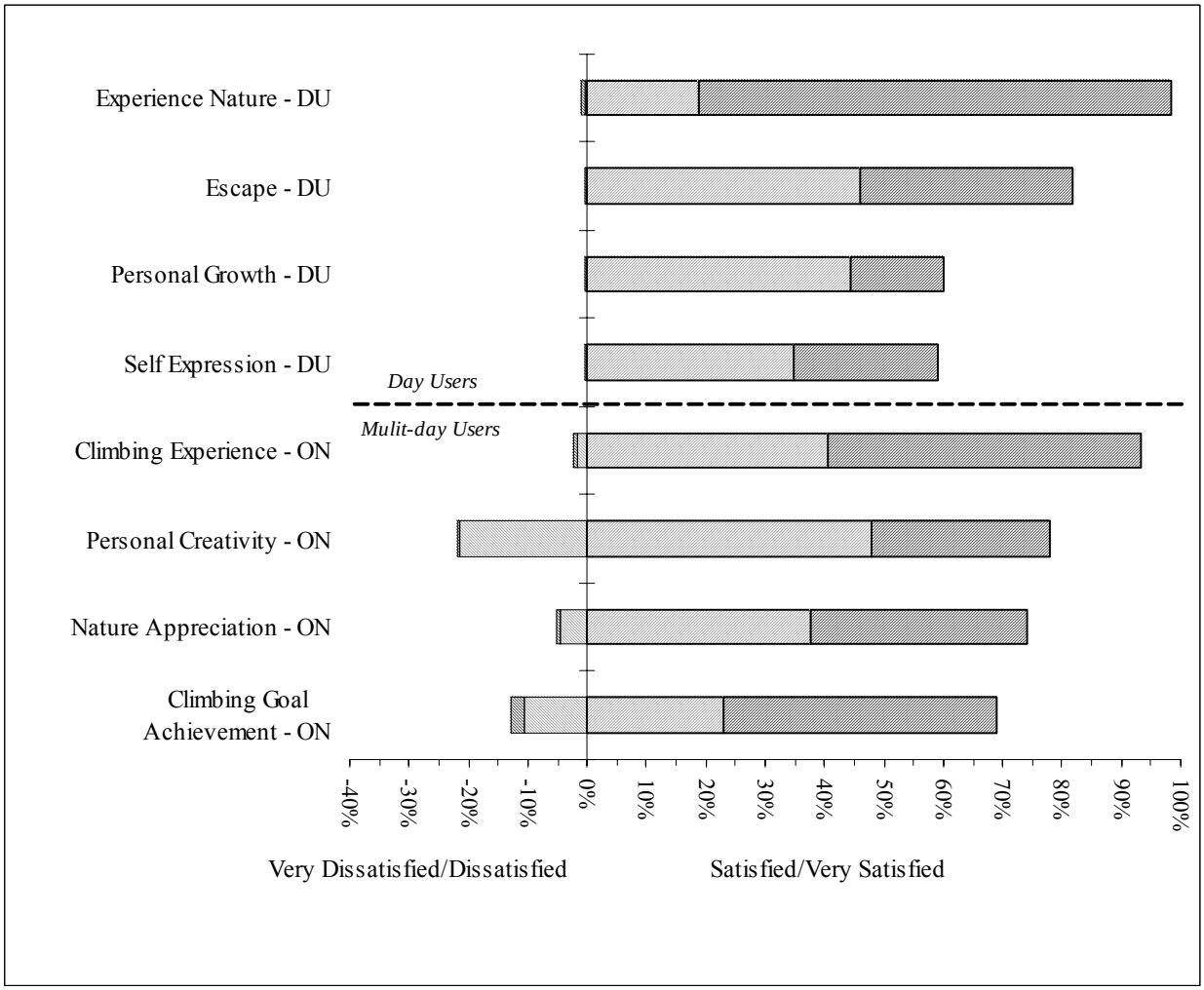
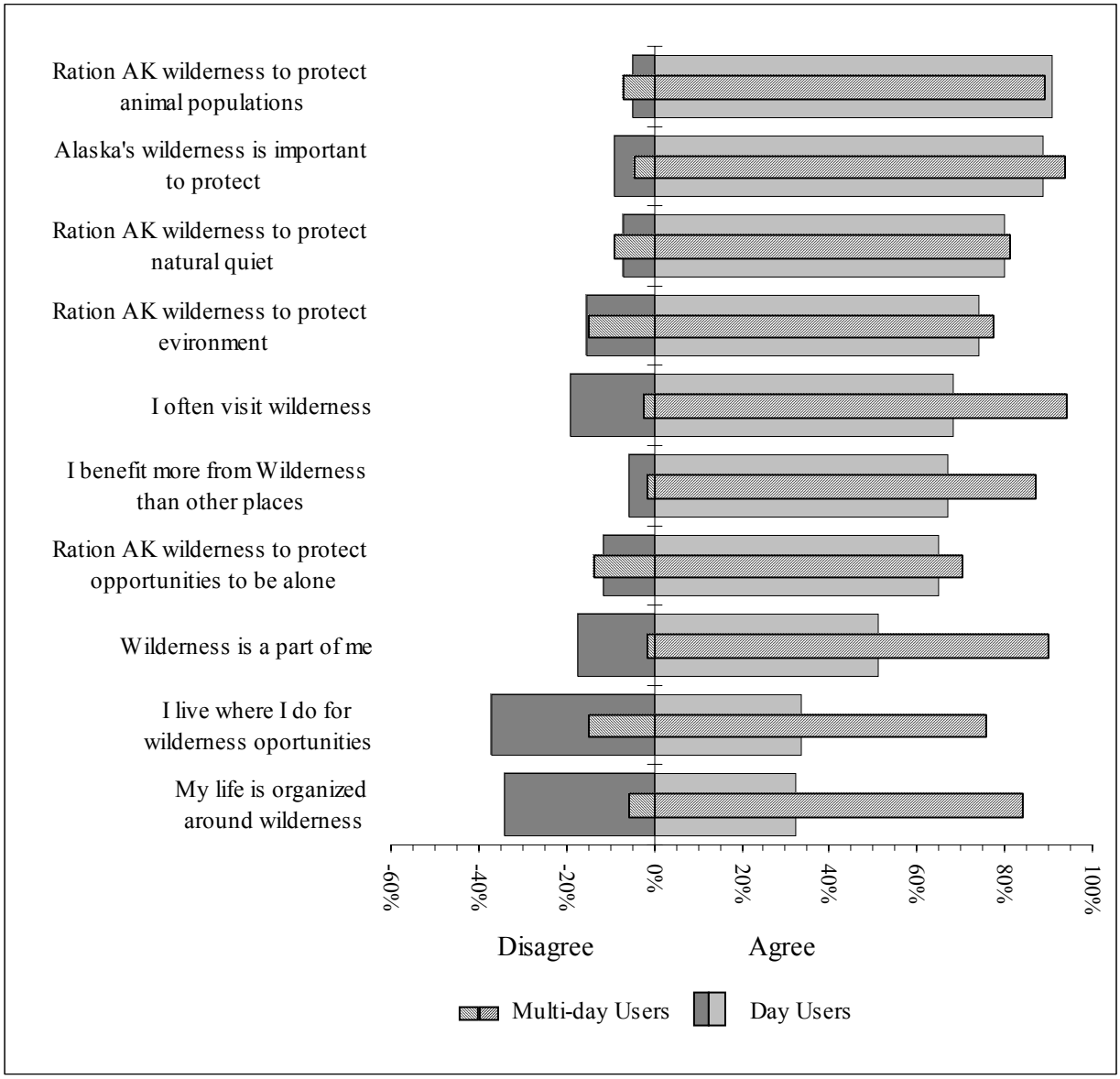


Figure 4: Wilderness Orientations among Visitors, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q13(a-k)-DU and Q15(a-j)-ON.***



III.B. Objective Four: Impact levels and Tolerances for Those Levels

III.B.1. Day Users:

Objective 4a: *What detracts from and enhances the experience (noise, weather, people, aircraft, scenery, feelings of solitude, remoteness, safety, shared experience with friends or family, etc.)?* In question five of the quantitative survey we asked day users to rate their experience compared to other things they did in Denali and in Alaska (if they were nonresidents). They provided a rating for each on a five-point scale ranging from the –2 'worst part of visit,' to 0 'about average,' to +2 'best part of visit.' Respondents rated question 5a, the flightseeing compared to other Denali activities fairly high, with 79 percent saying it was the best part of their Denali trip, 17 percent rating it as 'more enjoyable than most,' three percent rating it about average, and no one giving it a negative rating (Q5a-DU). Compared to other activities in Alaska, 59 percent of the respondents felt that flightseeing was the best part of their visit, while 37 percent felt it was more enjoyable than most activities they did in Alaska, and no one feeling that it was less enjoyable than other activities (Q5b-DU).

Question six asked day-use respondents about numbers of people and airplanes that they experienced while on the glacier. Seven factors were evaluated as to whether or not the number encountered mattered to the experience, and how many it would take to have an affect. Analysis tables Q6a2b-DU through Q6g2b-DU show whether or not respondents felt that they had an upper tolerance level for each type of encounter. They were most likely to express an upper tolerance for airplanes on the glacier (69 percent), followed by the number of airplanes passing overhead (56 percent), the number of large flightseeing groups on the glacier (54 percent), and the size of their own group (51 percent). The number of climbers they saw at the landing area did not mattered (at least negatively) to about 60 percent of day users and the number seen away from the landing area did not matter (in a negative way) to 73 percent (Q6a2b-DU through Q6g2b-DU).

The same items in question six were evaluated in question seven for the type of influence they had on respondents' experiences. Five percent or less of the respondents felt that the amount of any of the types of encounters that they had detracted from their experience, while a little over 20 percent felt that the number of climbers encountered improved their experiences (Q7a2-DU through Q7h2-DU).

Question eight measured influences on experiences from factors other than numbers of encounters. The sounds of airplanes taking off slightly detracted from the experiences of 10 percent of respondents (Q8a-DU), while the sounds of airplanes overhead detracted from seven percent of experiences, as did other members of their own group (Q8e-DU). The level of cleanliness improved the experience for 70 percent of the respondents, and had no influence on others' experiences (Q8h-DU). The flightseeing service was positively evaluated by 90 percent of the respondents and received negative evaluations from only one percent (Q8c-DU), while the interaction with park management was positively evaluated by 22 percent of the respondents (no one had a negative evaluation of management and many respondents probably had no interaction with them, Q8d-DU).

> Having a pilot that talked and made jokes and stuff, too, made it more fun. If there wasn't a pilot who talked a lot and it was just more staring out the window it wouldn't have been as fun. (*Day User Interview ID#207*)

> **I**: *Was there anything in particular that affected your enjoyment, ether positive or negative?* **R2**: Just the smell of the fuel. **R1**: That was the only thing. I asked what fuel they were because I used to work with fuels. **R2**: Jet fuel it was. **R1**: And it was jet fuel. **R2**: It really smelled. **R1**: It smelled. **R2**: Yeah. **R1**: But other than that it didn't bother me. **R2**: Yeah. **R1**: I mean, I'm used to the smell, so it didn't bother me. But I've got no complaints, no, to say anything derogatory, anything derogatory to say, really. *(Day User Interview ID#212)*

> But the, and one other thing is that with any tour there's so many different factors that could affect it so, I mean, I can't say that everyone else will enjoy it or have the same experience. *(Day User Interview ID#307)*

Objective 4b: *If there are concerns about sight and sound from aircraft, are they related to safety, etc.?* We used several survey questions to address this objective. When asked about the overall influence on the experience, Respondents generally did not think that the amount of airplanes on the glacier detracted from their experience (Q7f2-DU), nor did the amount of aircraft passing overhead (Q7g2-DU). They were a bit more likely to feel that the sounds from airplanes landing and taking off slightly detracted from the quality of their experience (10 percent felt that way, Q8a-DU), as well as the sounds from airplanes overhead (seven percent of the respondents, Q8b-DU).

Many of the respondents (80 percent) felt that it would be generally appropriate to ration use in some of Alaska's designated wilderness to protect quiet experiences away from motor noise (Q13k-DU). We did not ask if this would be appropriate or desirable at Denali or the specific backcountry area that they visited. We did ask respondents if use in Denali should be rationed now or in the future, and if so, why (Q10-DU). Respondents who felt rationing would be important at some point, were most likely to comment that rationing would be appropriate to protect the safety of the flights, or to alleviate congestion and wait times due to flights stacking up. Pollution and environmental concerns were also frequently mentioned as reasons to ration use in Denali, though these effects were not specifically attributed to airplane use.

> **I**: *Did you see any other planes when you were out there?* **R**: Lots of other planes. A handful of them. **I**: *How did you feel about that?* **R**: It was fine, as long as they're not too close, no midair collisions, no one to find… **I**: *Were you thinking about safety at all?* **R**: Yeah. The pilot went over all the instructions, survival suits, and what's to happen and whatnot, so I felt pretty safe. I'm not really afraid to fly. *(Day User Interview ID#213)*

> **R**: …cause as we were flying over, you know, to go around the mountain I asked the pilot, I says, I imagine this is the spot you really have to be extra careful to see if there's any other planes. He says, oh yeah. **I**: *Were you thinking about safety at*

> *all?* **R**: Not really. Not really, 'cause I trusted this air taxi service. I mean, I read about them and, you know, I can't remember the author's name but it was a new book. It was Alaska Outdoors. That was the first book I had. And then there was another one, Alaskan Adventures for 2004. They were rated very highly. I guess, you know, they said if you were going to fly, the books, they said fly out of Talkeetna because they have the experience. They've been doing it for many, many years. They know what they're doing, and, you know, they're the ones that take the climbers up all the time, so ... *(Day User Interview ID#313)*

Objective 4c: *Did visitors have any negative experiences due to human waste, trash, other people, etc.?* This question was not specifically addressed, but was measured with the same questions as covered under Objective 4a (especially questions seven and 8).

As discussed in Objective 4a, respondents were generally pleased with their experiences, and none of the items listed in questions seven or eight generated many negative responses. The sound of aircraft taking off was evaluated most negatively, with 10 percent of the respondents indicating the sound detracted from their experience (Q8a-DU). The level of cleanliness on the mountain was favorably evaluated - no one said it detracted from their experience, and 70 percent said it improved their experience (Q8h-DU). The sounds of aircraft overhead (Q8b-DU) and members of the respondent's own group (Q8e-DU) were the other two items evaluated negatively by some day-use visitors (with seven percent saying each of these factors slightly detracted from their experience).

Objective 4d: *At what level do these factors enhance or degrade the experience?* The first observation that can be made related to this objective is that large encounter levels did not matter to many day use respondents. Across the seven types of encounters measured, more than 25 percent of the respondents said upper limits on numbers of any of them didn't matter to their experience. While many of the respondents said numbers didn't matter, a fairly large percentage gave no response at all to the questions about how many they would tolerate. The nonresponse rate ranged from 12 percent to 15 percent across the seven encounter types, a high item nonresesponse rate for this questionnaire, indicating that it was difficult or irrelevant to provide an upper estimate of tolerance. Of the seven items, the type of encounter that mattered to the fewest respondents was the number of multi-day users seen away from the landing area (23 percent of the respondents gave an estimate of their maximum tolerance for encounters of this type rather than saying it didn't matter or not answering at all, Q6c2-DU), while the number of airplanes on the glacier mattered to the highest percentage (61 percent gave an upper tolerance estimate, Q6f2-DU) and the number of aircraft passing overhead mattered to 48 percent of the respondents (the second highest percentage among the seven items, Q6g2-DU).

For the 61 percent of the respondents who had an upper tolerance for airplanes on the glacier, the average number they would tolerate encountering on the glacier was 2.6 (Q6f2-DU); The average number of aircraft passing overhead that would be tolerated by those for whom it mattered was 2.8 (Q6g2-DU). For other encounter types, respondents for whom it mattered said they would tolerate encountering an average of 15.9 multi-day users away from the landing area

(Q6c2-DU), 9.4 flightseers not in their group (Q6a2-DU), 8.8 multi-day users at the landing area (Q6b2-DU), and about three large groups – day users or multi-day users at the landing area (Q6d2-DU and Q6e2-DU).

In question seven, respondents were asked if the amounts of items in question six that they encountered had an effect on their experience. In general, most people were not influenced negatively or positively by the levels of encounters they experienced. The encounter levels for any one of the types negatively influenced only about five percent of the respondents. About 20 percent of the respondents evaluated many of the encounter levels as improving their experience (Q7a2-DU through Q7g20-DU).

It is useful to compare mean encounter rates across these evaluation ratings to determine if there is a relationship between number and effect of encounters (Q6a1-DU by Q7a2-DU through Q6g1-DU by Q7g2-DU). Because of small sample sizes, there were no opportunities to test for mean differences on any of the items between numbers of encounters that detracted from the experience and those that did not. Several of the items had large enough sample sizes of people who felt that the encounter levels improved their experience to allow for comparison of mean encounter levels between those who were positively influenced and those who were not positively influenced.

"The number of flightseers not in your own group" was the first example. The average number of flightseers from other groups seen by the 79 percent of respondents who reported no effect was 4.4, while the average number seen by those who said the encounter level improved their experience (18 percent of the sample) was 2.1 (for the five percent who were negatively effected it was 5.3, Q6a1-DU Q7a2-DU). Because of a small sample size, the five percent who were negatively influenced were combined with the 79 percent who were not influenced in any way to make a dichotomous comparison of the mean encounters of respondents who were not positively influenced with respondents who reported the number improved their experience. The means were 4.4 for the combined group of those not positively influenced and 2.1 for those positively influenced. They were significantly different (Q6a1-DU by Q7a2-DU, $t = 2.40$, $p = 0.02$), indicating a negative relationship between numbers of other flightseers encountered on the glacier and the effect on day user experiences.

The second example where this type of comparison makes sense is to look at the differences in encounter levels between those who were positively influenced (21 percent) and those who were not positively influenced (79 percent) by the numbers of climbers and skiers they saw on the glaciers and mountains away from the landing area (Q6c1-DU by Q7c2-DU). The day users whose experiences were improved by the numbers of climbers and skiers they saw away from the landing area saw an average of 8.8, while the rest of the respondents saw an average of 2.6 climbers and skiers. The t-test did not show a significant difference between these two means ($t = -1.41$, $p = 0.17$), but the pattern is interesting – suggesting that day users like to see climbers and skiers on the ground while on their tour.

Third, the responses to the evaluation of the number of aircraft passing overhead show a difference in mean encounters that is substantial (Q6g1-DU by Q7g2-DU). Respondents who said that the number of aircraft that passed overhead while they were on the glacier improved

their experience saw an average of 0.5, while respondents for whom the number had a negative effect or no effect on their experience saw an average of 1.1 (about double the encounters of the positively impacted group). The means were significantly different ($t = 2.96$, $p < 0.01$), indicating that flightseeing experiences are influenced by the amount of air traffic while they are on the glacier (with fewer being better).

It is important to remember when interpreting these findings that most day users said encounter levels did not influence their experience at all, a smaller number said the levels they encountered were positive, and almost no one said that the current levels they encountered were negative. For the two types of encounters that showed significant negative relationships with influences on experience (encounters with other flightseers, and encounters with aircraft passing overhead), current levels of encounters are generally acceptable, but could become negative influences if use increases.

Objective 4e: *What level of impacts is desirable, tolerable?* This objective was not addressed directly. Results presented under Objective 4d are related to this subject.

Objective 4f: *What was the most enjoyable / rewarding aspect of this experience? Were their expectations met? What would have made their experience even better?* To begin to assess this objective, question five provides a relative perspective on the respondents' evaluations of their experience compared to other things they did on their trip to Denali NP and to Alaska. The majority of the day user respondents indicated that their tour of the glacier backcountry was the best part of their visit to Denali National Park (79 percent) and the best part of their trip to Alaska (59 percent). Most of the remaining respondents rated the tour as better than most parts of their visit to Denali (17 percent), and as better than most parts of their trip to Alaska (37 percent). None of the respondents evaluated the flightseeing tour negatively in comparison to other activities they did in Denali or Alaska (Q5a-DU and Q5b-DU).

The next set of evidence from the study that can be used to address this objective are the results of questions that asked about what they expected to see compared to what they actually experienced (Q7a1-DU to Q7h1-DU). A large percentage of respondents did not know what to expect for encounters on their flightseeing trip. Percentages ranged from 28 percent not knowing what to expect for the number of encounters with other flightseers (Q7a1-DU), to 45 percent not knowing what to expect for encounters with large groups of climbers or skiers (Q7d1-DU).

To determine how many of the respondents felt that their expectations were not met in terms of encounters, the analysis of the percentages that said they encountered more than expected is most relevant. This evaluation ranged from two percent encountering more NPS backcountry rangers than expected to nine percent encountering more airplanes on the glaciers than expected. Other encounter types with relatively high levels of 'more than expected' ratings included encounters with flightseers not in your group (9 percent saw more than expected, Q7a1-DU), number of climbers and skiers away from the landing area (6 percent saw more than expected, Q7c1-DU), number of climbers and skiers at the landing area (5 percent saw more than expected, Q7d1-DU), and the number of aircraft passing overhead (4 percent saw more than they expected, Q7g1-DU).

A review of the results reported under Objective 4a will also be helpful in understanding Objective 4f. Of particular interest are Q7a2-DU to Q7h2-DU measuring the effect on experience from various types of encounters, and Q8a-DU to Q8h-DU assessing influences on overall quality of experiences. Objective 2d assessed satisfaction with opportunities. As reported above, the greatest satisfaction among the factors measured was with their opportunity to experience nature (satisf1-DU) followed by their opportunity for escape (satisf4-DU). They were less satisfied with their opportunities for personal growth and self-expression (satisf2-DU and satisf3-DU).

> **I**: *What would you say was the best part of your flightseeing tour?* **R**: The landing on the glacier, getting out and stretching my legs, walking around on the snow. It was pretty neat. *(Day User Interview ID#213)*

Respondents were asked to write comments on Questions 11 and 12 about what would improve their experience. The following list includes the relevant comments received on the topic:

Ways to improve experiences for day users (*Q11-DU and Q12-DU*):

- Use only the quietest planes to fly over wilderness areas, work with plane manufacturers to reduce noise levels.
- Reduce fees for Alaskans to visit i.e. flying sightseeing…
- Have a self-imposed limit on the number of aircraft on a single glacier at one time. Pilots can make this determination themselves based on safety factors.
- "Nothing left behind" should be strictly enforced.
- Do not over-regulate the flight seeing services - They're doing a great job and additional restrictions would increase costs for the services and increases for those wanting to experience Denali!
- No more than two airplanes on glacier at same time. Zero tolerance for littering from anyone - climbers or flight seers.
- Make it more natural and less like Disneyland - limit number of tourists and large groups.
- Flightseeing services need to advertise weather conditions for their flights. Give us updates before we're at the hanger.
- Limit the number of planes on glacier at one time so clients don't feel like they're at the airport.
- I would keep some type of control on what changes can be made to the environment and surrounding area, as once it is damaged by over use it will never be the same for future generations to see and experience. May need to limit more the number of climbers
- The park is owned by all the people of the US. The limits excessively limit its use (in the backcountry) to elitist climbers who are capable / willing to take great risk.
- Improved interpretive information regarding the indigenous people's history in the region.
- Better mapping of crevasses. Give us more playing room.
- Trek - we spent very little time on the glacier and more walking could be done. It was a 90 minute excursion.
- Weather reports posted so visitors don't pay big money and not get a good view. We had smoke up to 7k' - we may not have gone if we had known about it.
- Ranger stations used for information prior to making the flight or Rangers available at flight places to give lectures.

- **The ranger weather forecast was all the time wrong!!!**

III.B.2. Multi-day Users:

Objective 4a: *What detracts from and enhances the experience (noise, weather, people, aircraft, scenery, feelings of solitude, remoteness, safety, shared experience with friends or family, success of climb, opportunity to climb the route you want, etc.)?* Question seven asked respondents about numbers of people and airplanes that they experienced while on the glacier. Nine variables were evaluated as to whether or not the number encountered mattered to the experience, and how many it would take to have a negative affect. Analysis tables Q7a3b-ON through Q7h3b-ON show whether or not respondents were able to provide upper tolerance levels for each type of encounter. They were most likely to provide an upper tolerance for the number of climbers and skiers in large groups (34 percent said it didn't matter to them, Q7d3b-ON); they also felt the number of climbers and skiers in general (large group or not) mattered, especially away from the landing area (63 percent gave upper tolerance levels for large groups away from the landing area and 50 percent expressed them for large groups at the landing area, Q7c3b-ON and Q7a3b-ON respectively). Also important to multi-day users was the number of others camped within sight and sound of them (61 percent away from the landing area and 51 percent at the landing area, Q7gb3b-ON and Q7ga3b-ON respectively). The number of airplanes passing overhead was a concern for 56 percent of the respondents (Q7h3b-ON). The number of flightseers and airplanes at the landing area were generally less important, but about 40 percent of the respondents provided an estimate of the upper limit to their tolerance (Q7b3b-ON, Q7e3b-ON, Q7f3b-ON).

The same items in question seven were evaluated in question eight for the type of influence they had on respondents' experiences. Relatively large percentages of respondents said their experience was detracted from by the numbers of large climbing groups they saw (29 percent, Q8d2-ON), the numbers of aircraft passing overhead (29 percent, Q8h2-ON), the number of other people camped by them away from the landing area (22 percent were negatively influenced, Q8gb2-ON), and the number of climbers they saw away from the landing area (21 percent, Q8c2-ON). Less than half that many respondents said their experiences were detracted from by the numbers of climbers or sightseers they saw at the base camp landing area.

> **R:** And on that West Buttress route, I've turned around on there because it was ...
> **I:** *Too many people.* **R:** Oh my God, yeah. It just freaked me out. It was, and that's why I don't, I'm not going there anymore. I'll never go there. I mean, I may a little ways up there, but yeah, so that's good. I always wanted to say that to somebody that it actually mattered, you know. (*Multi-day User Interview ID#103*)

Influences on visits, other than encounters, were measured in question nine (Q9a-ON through Q9q-ON). Of the items measured, the flight service had the greatest influence, with 84 percent of the respondents saying it slightly or greatly improved their experience. Second, 77 percent of the respondents said the members of their group slightly or greatly improved their visit (11 percent said their group members detracted from their visit). Seventy-six percent said the check-in and check-out procedure at the ranger station improved their visit; 73 percent felt the level of cleanliness improved their visit (18 percent said it detracted); 63 percent said interaction with management improved their visit; and 62 percent said the presence of the high mountain rescue program improved their visit.

> I mean the state of the park is awesome. You know, you really, except for the airstrip, can't tell that anyone's been there. You know, if you, the only trace you see of other camps is a sort of disturbance in the snow. But yeah, it's, I mean it's an awesome place. I guess that's the biggest contributing factor is just it is awesome in the true sense of you just look around and go, wow. (*Multi-day User Interview ID#105*)

The primary negative influences on the list included the weather (57 percent said it detracted); the sounds of airplanes overhead (51 percent felt it detracted); the safety and risk-taking of other climbers (35 percent experienced a negative influence); and the amount of evidence of human use (35 percent said it detracted from their visit).

> **I:** *Was there anything else that affected your enjoyment of the trip, positive or negative?* **R:** Just some of the other climbers that go up there. Some of them just really probably shouldn't belong up there, shouldn't be there. And sometimes that gets on me a little bit if I see litter around base camp and just inconsiderate climbers. (*Multi-day User Interview ID#124*)

It is also useful to refer to the satisfaction with opportunities factors that were developed earlier in the report within objective 2d to better understand what detracts from and enhances experiences within objective 4a. Recall that multi-day users were most satisfied with the 'climbing experience and outcomes' opportunity dimension (satisf3-ON, with an average score of 1.4), while they were slightly less, but still positively satisfied overall with the other three opportunity dimensions. To futher understand these satisfaction ratings in the terms of objective 4a, it is helpful to look at the relationship between the satisfaction with the climbing-related factors and the success of the climbing trip.

As the comments that were reviewed under objective two indicated, many of the multi-day users were goal oriented in their approach to this recreation activity. As one would expect from this orientation, climbers who were successful in their summit attempt rated their satisfaction with the opportunity to experience 'climbing goal achievement' significantly higher than climbers who did not summit ($p < 0.001$, t-test satisf4-ON by Q3b-ON). Comparison of ratings on the other three factors between those who summitted and those who did not, and between those who followed their desired route and those who did not, were less significant. Considering a Bonferoni adjustment to significance levels for multiple comparisons, only the difference on satisf4 between those who summitted and those who did not was significant at $p < 0.05$ – i.e., successfully summiting is related to favorable evaluation of 'climbing goal achievement.'

Objective 4b: *If there are concerns about sight and sound from aircraft, are they related to safety, etc.?* The survey of overnight visitors included questions about the influence of aircraft on trip experiences (questions eight and 9). The great majority of overnight respondents (82 percent) felt that the number of aircraft landing on the glacier had no effect on their experience. The rest were equally divided; with nine percent indicating that the number of aircraft on the glacier detracted from their experience and nine percent saying the number they saw improved their experience (Q8f2-ON).

It is helpful to compare the average number of aircraft seen on the glacier on the busiest day across these three evaluation categories. While sample sizes are too small to indicate statistically significant differences in the mean values across these categories, the trend in the data is interesting to note. The average number of aircraft on the glacier seen on the busiest day was 13 for those who felt the number detracted from their experience, seven aircraft for those who indicated the number had no effect on their experience, and four aircraft on the glacier on the busiest day for those who said the number they saw improved their experience (Q7f2-ON by Q8f2-ON). This trend suggests that concerns about aircraft are related to the number seen, though the actual causal factor could be noise, safety or something else.

The sounds of aircraft landing and taking off had a greater influence on evaluation of trip experiences than the number seen. Thirty-two percent of the respondents said that airplane sounds from landing and taking off detracted from their visit, while 63 percent indicated no influence (Q9f-ON). Comparing the number of aircraft seen on the glacier on the busiest day between respondents who felt the sounds detracted from their experience and respondents for whom it did not detract shows a significant difference between the numbers seen by the two groups. The 32 percent of respondents who felt sounds of landing and taking off detracted from their trip saw an average of 10 aircraft on the glacier on the busiest day, while the unaffected group of respondents saw an average of six ($t = 2.43$, $p <= 0.02$, Q7f2-ON by Q9f-ON). This test suggests that the number of aircraft seen on the glacier has an impact because of their noise. It appears that noise has a greater impact on the experience than the visual impact from the number of aircraft seen on the glacier for multi-day users.

Aircraft passing overhead also had an effect on many multi-day respondents. Twenty-nine percent of the respondents indicated that the amount of aircraft passing overhead detracted from their experience (Q8h2-ON), and 51 percent of the respondents said that the sounds of aircraft passing overhead slightly or greatly detracted from their visit (Q9e-ON). Multi-day respondents who indicated the number of aircraft passing overhead detracted from their experience reported seeing significantly more aircraft overhead than others - an average of 18 on the busiest day, compared to 10 aircraft overhead on average, on the busiest day for respondents who did not feel the number detracted from their experience ($t = 3.2$, $p < 0.01$, Q7h2-ON by Q8h2-ON). Respondents who were negatively influenced by sounds of aircraft overhead also reported seeing significantly more on the busiest day than other respondents ($\bar{x} = 15$ and $\bar{x} = 10$ respectively, $t = 2.74$, and $p < 0.01$, Q7h2-ON by Q9e-ON).

In question 15j respondents were asked to indicate how they felt about rationing use in wilderness in general (not necessarily in Denali) to protect the experience from the noise from motors. Similar to day-users, most multi-day respondents (81 percent) agreed or strongly agreed that rationing use would be an appropriate management action to protect the wilderness experience from motor sounds (Q15j-ON).

Objective 4c: *Did visitors have any negative experiences due to human waste, trash, other people, etc.?* This question was not specifically addressed, but was measured with the same questions as covered under Objective 4a (especially questions eight and 9). Open-ended written

comments offered by the respondents also help to evaluate this objective. Many of the relevant written comments are listed under Objective 4f below.

Reviewing the results of Objective 4a, more than 20 percent of the respondents indicated negative influences from numbers of large climbing groups, aircraft passing overhead, other's camped near them away from the landing area, and encounters with others away from the landing area (Q8a2-ON to Q8i2-ON). Other than encounters, negative influences for a large number of respondents included weather, sounds of aircraft overhead, safety practices of other climbers, and evidence of human use had (57 percent, 51 percent, 35 percent, and 35 percent negative responses, respectively, Q9a-ON to Q9q-ON).

> **I:** *Was there a worse part of your trip at all?* **R1:** Probably, that guy that tried to move into the PJ spot? **R2:** Yeah. Some asses up there. Yeah, there was ... **R1:** Not with NPS. **R2:** There was a climber that came up there and, you know, it's pretty much, you come down here, you get the brief. They tell you what a walled, you know, a walled section is, like your camp. And this guy, had this guy go up there and the Air Force Para-Rescue guys were up there and they had a large group. They had nine guys? **R1:** Something like that, yeah. **R2:** Nine guys or so. So they had a very large camp. Well, they had conducted a rescue and two-thirds of the group were up on the mountain. This guy moved into the center of their camp and started digging walls, you know, and it was amazing. And he was just a bloody ass. He was an ass. And then, so they, we were going to ask, hey, can you help dig this guy a hole, an area? And so hey what can you say, yeah, sure, you know. I mean we became friends with the ranger, so yeah, we'll go help. And sure enough, went over and it was me, it was myself, it was John Loomis, a couple of the PJs. While digging, digging this guy a hole, we're just, we're just rolling. And he jumps out of the hole and he's watching us, leaning on the shovel. I mean other than that, that was probably the only bad experience up there is like this guy is an ass. (*Multi-day User Interview ID#109*)

Objective 4d: *At what level do these factors enhance or degrade the experience?* Overall, the responses to Q7a3-ON through Q7h3-ON show that encounter levels did not matter to a large minority of multi-day users. Thirty-one percent of the respondents said that none of the nine types of encounters measured mattered to their experience (as a negative influence). Of the nine items, encounters with large climbing groups were the least tolerable (31 percent said these encounters did not matter to them, Q7d3-ON), followed by seeing climbers away from the landing area, and others camped nearby away from the landing area (34 percent said these types of encounters did not matter to them, Q7c3-ON and Q7gb3-ON). Multi-day respondents were most tolerant of seeing flightseers (Q7b3-ON), large groups of flightseers (Q7e3-ON), and airplanes landed on the glacier (Q7f3-ON). The number of large climbing groups, the number of climbers away from the landing area, the number of others camped nearby, and the number of aircraft passing overhead had upper levels of tolerance to encounters for over 50 percent of the respondents, while the remaining five encounter types did not matter to over half of the respondents.

> **I:** *So yeah, how did you feel about the numbers of people out there?* **R1:** Well, we actually, I like the small group, you know, because as, like Josh said, one of the friends that we met and the way he put it is, you know, we're able to maintain that wilderness experience somewhat. **R2:** Somewhat. **R1:** Because of the few climbers that were there. But like now it's ... **R2:** There's no way, I would never come later. **R1:** No. **R2:** We said never come later in the season. **R1:** Despite the fact that we had bad weather. **R2:** Weather, which was ... **R1:** Which was apparently unusual for this time of year because May's supposed to be the best climbing month of the year. I would definitely come the same time, if not a week earlier. **R2:** To avoid ... **R1:** The large numbers. **R2:** The large numbers of people. (*Multi-day User Interview ID#109*)

For the 61 percent of respondents who gave an estimate of the number of large climbing groups they would tolerate, the average tolerance was seven groups. Fifty-six percent of the respondents said that the number of climbers away from the landing area mattered, and for them, the average tolerance was 82 per day. The number of others camped nearby away from the landing area mattered to 52 percent of the respondents, with their average upper tolerance being 25. The number of aircraft passing overhead mattered to 51 percent of the respondents, and their average upper tolerance was seeing 16 aircraft passing overhead each day (Q7a3-ON through Q7h3-ON).

Results of the analyses of responses from multi-day users are mixed in providing evidence of differential tolerance for encounters with others doing similar activities versus different activities. Fewer of the respondents cared how many flightseers they saw at the landing area than how many other climbers they saw (65 percent said the number of flightseers they saw at the landing area did not matter compared to 54 percent of the respondents saying that the number of other climbers they saw at the landing area did not matter). However, for respondents who provided an estimate of their upper tolerance, the average number of flightseers they would tolerate seeing was 18. This is compared to the average number of other climbers tolerated by those for whom it mattered being 101 encounters at the landing area each day (Q7b3-ON and Q7a3-ON respectively).

Question eight asked respondents about the effects of ten types of encounters that they experienced. Across the ten items, the majority of respondents said the encounter levels had no effect on their experience. The types of encounters that had the greatest negative impacts included seeing large climbing groups (29 percent said it detracted, Q7d2-ON), aircraft passing overhead (29 percent detracted, Q7h2-ON), and others camped nearby away from the landing area (22 percent detracted, Q7gb2-ON).

Nine of the items in question eight were also measured in question seven for levels of encounters experienced. For seven of these nine items there were significant correlations (tested using Pearson correlation coefficients) between the numbers encountered on the busiest day (measured in question seven) and the ratings of effect on experienced provided in question eight. The number of large flightseer groups seen on the busiest day and the number of other people camped nearby at the landing area seen on the busiest day were the two items not significantly correlated with the evaluation of the effect of those encounters (Q7e2-ON with Q8e2-ON, $r = -0.10$, $p = 0.32$; and Q7ga2-ON with Q8ga2-ON, $r = -0.16$, $p = 0.08$, respectively). The other seven items

showed significant negative correlations between the numbers seen on the busiest day and the ratings of the effect of those encounters. In general, the more they saw on the busiest day, the worse they rated the effect of those encounters on their experience (Q7a2-ON with Q8a2-ON, $r = -0.22$, $p < 0.01$; Q7b2-ON with Q8b2-ON, $r = -0.21$, $p < 0.05$; Q7c2-ON with Q8c2-ON, $r = -0.24$, $p < 0.01$; Q7d2-ON with Q8d2-ON, $r = -0.18$, $p < 0.05$; Q7f2-ON with Q8f2-ON, $r = -0.24$, $p < 0.01$; Q7gb2-ON with Q8gb2-ON, $r = -0.46$, $p < 0.001$; and Q7h2-ON with Q8h2-ON, $r = -0.26$, $p < 0.01$).

These evaluations indicate that encounters mattered to many of the multi-day users, and that they were particularly sensitive to encounters with large groups, others camped nearby, and with aircraft passing overhead. Encounters seemed to be more important to multi-day users than to day-users. While the average numbers of encounters that respondents would tolerate were higher for the multi-day users, it is important to remember that day users evaluated encounters for their trip and multi-day users evaluated encounters on a daily basis. Multi-day users were evaluating encounters for an entire day, while day users were evaluating encounters only for the part of the day that they were on their tour or actually on the glacier (which would average less than one hour). Therefore, it is not possible to assess differences in tolerance for encounters across the two types of users.

Objective 4e: *What level of impacts is desirable, tolerable?* This objective was not addressed directly. Results presented under Objective 4d are related to this subject.

Objective 4f: *What was the most enjoyable / rewarding aspect of this experience? Were their expectations met? What would have made their experience even better?* Both parts of question eight on the multi-day questionnaire are helpful in evaluating this objective. Part One asked about expectations for encounters and part two asked about effects on experiences from the encounters.

It is first helpful to look at the encounter items in terms of how many respondents had expectations about numbers of encounters. The encounter types that had the greatest percentage of multi-day respondents who did not know what to expect was the number of large flightseer groups at the landing area (36 percent did not know what to expect) and the number of flightseers at the landing area (27 percent didn't know what to expect, Q8e1-ON). A moderate number of respondents did not know what to expect about the number of backcountry rangers encountered (13 percent, Q8i1-ON), the number of airplanes on the glacier (9 percent, Q8f1-ON), the number of aircraft passing overhead (8 percent, Q8h1-ON), and the number of others camped at the landing area (8 percent, Q8ga1-ON).

Fairly high percentages of respondents reported encounter levels that exceeded their expectations. The item highest on this list is the number of aircraft passing overhead, with a third of the respondents reporting seeing more than they expected (Q8h1-ON). Other encounter types with relatively large percentages of respondents who's encounters exceeded their expectations included the number of others camped nearby away from the landing area (Q8gb1-ON, 30 percent saw more than expected), the number of large climbing groups (Q8d1-ON, 29 percent saw more than they expected), the number of backcountry rangers (Q8i1-ON, 25 percent saw more than they expected), the number of climbers away from the landing area (Q8c1-ON, 24

percent), and the number of others camped at the landing area (24 percent). On the other hand, 23 percent of the respondents saw fewer flightseers and large groups of flight seers than expected (Q8b12-ON and Q8e1-ON).

A review of the results reported under Objective 4a will also be helpful in understanding Objective 4f. Of particular interest are Q8a2-ON to Q8i2-ON measuring the effect on experience from various types of encounters, and Q9a-ON to Q9q-ON assessing influences on overall quality of experiences. Objective 2d assessed satisfaction with opportunities. As reported above, the greatest satisfaction among the factors measured was with their opportunity for climbing experience and outcomes (satisf3-ON), followed by their opportunity for personal creativity (satisf1-ON), and their opportunity to appreciate nature (satisf2-ON). They were more varied and less satisfied as a group overall with opportunity to achieve climbing goals (satisf4-ON).

Respondents were asked to write comments in Questions 13 and 14 about what would improve their experience. The following list includes the relevant comments received on the topic:

Ways to maintain or improve experiences for multi-day users (*Q13-ON and Q14-ON*):

Fees

- Fee should be set to be enough to support program within reason.
- Fee: $100 Foraker, $200 McKinley.
- Fee should be free for guides.
- Foreign nationals should be charged a much higher fee than US taxpayers, who are subsidizing their fees through taxes. Moreover, it was our experience that foreign climbers were less experienced and safety conscious, thereby requiring NPS SAR services.
- Charge climbers more for rescues / help from rangers - maybe a refundable deposit? I witnessed lots of irresponsible / risky climbing and am surprised there aren't more accidents.
- Fee should be $200 for unguided and $500 for guided.
- Fee should = how much money they need to raise.
- Fee should be $100 for private and $200 for guided.
- Fee should range between $100 to $400 depending on seasonal number of issued permits.
- I am in support of the registration/fee for Denali/Foraker due to high use and rescue costs - appropriate fee would be between $100 and $150
- Fee should be between $200 and $300 - I think I've paid a lot more on the seven summits than this one - what do the other summits charge?
- Appropriate fee = $250/ team.
- Fee should be on a sliding scale. It's not fair to great climbers to charge too much. I read somewhere that the avg. income of a 5.0 climber is $65,000/yr, and the avg. income of a 5.14 climber is $10,000/yr.
- Fee: cover the cost of managing the mountain. Focus areas - West Butt for climbers w/ required CMC's.
- Appropriate price is that which covers expenses.
- Appropriate price = $150 for Denali, $50 for Foraker. Charge less for Foraker but add small fees for other mountains / areas. Maybe $50 for Foraker but $25 for everyone going to the Kahiltna or Ruth.
- Appropriate fee = $100 or higher.
- Appropriate fee depends on cost of staffing ranger patrols and 14 camp and medical facilities - the fee should directly support climbers, not go to the US general fund, for example.
- I think there should be a higher fee. It would limit people and give more money to take care of the route.
- Should pay $5 fee, but pay for your own rescue.
- Fee should equal whatever is required for NPS support.
- Fee should be more than now.
- Fee should be in the $150 to $200 range.

- Maintain same regs for West Butt and Foraker, but waive fee for people who have summited (or climbed previously regardless of summiting) and who wish to climb a different route.
- Increase registration fee as necessary. Climbers / visitors can do more to support the Park Service.
- Charge $100 - $150 for McKinley, strongly opposed to charging a fee for Foraker.
- Appropriate fee < $100.
- Drop pre-registration and permittee fees.

Access

- Remove the 60 day requirement or shorten it as mountaineers enjoy the ability to be more flexible.
- I feel that in order to attempt such a mountain climbers must first prove that they are experienced enough. This would help to limit the amount of rescues and thus jeopardizing rescuers lives.
- Allow only small groups on the mountain.
- Limit amount of time spent on glacier. Some groups of guides spent weeks camped at same area.
- Limit on number of climbers per season to reduce crowding and impact on W. Buttress route.
- I would limit the number of climbers and guided parties on pop. Routes to lessen impact.
- The numbers issue is all a product of the guided parties. If you want to reduce crowding, reduce the number of clients on the hill traveling in lock-step with their heads down. Don't reduce the number of permits for independent climbers.
- The West Butt. is way too crowded! 1) Limit group size to 4, 2) restrict number of guided groups, 3) reduce services at 14k camp: a) no medical support, b) less staff overall, c) return to 1970 - 80's "self support" credo.
- More control over who goes.
- Relax the 60 day requirement for more experienced climbers. I have climbed in the Alaska Range for 15+ years and need the flexibility to select climbs based on current climbing conditions.
- Allow more flexibility to add or change climbing team members before climb.
- On the west Butt route make camping regulated to only the designated areas.
- The 60 day advanced permit doesn't allow for a late 'go' decision based on snow and route conditions.
- Severely limit the number and size of guided groups. They represent the vast majority of the people and represent confined - centralized overuse on the WB.
- Reduce number of guided and unqualified climbers on the mountain.
- Consider limits on routes - i.e. West Butt. Consider flight-seeing landings in different areas to limit KIA traffic.
- 60 day advance registration for Denali and Foraker.
- Limit tourist flights overhead. Spoils the outdoor experience for climbers.
- Question the wisdom of solo and unroped travel. Particularly if the guided groups area required to submit their climbing C.V.
- Increase flight seeing distance to mountain (suggest one mile) - plane was so close on summit ridge I was startled.
- A strong climbing resume to insure safety. This was my 2nd attempt. I realized how poorly equipped I was the first time. Manage number of unguided parties - not necessarily restrict number but regulate and access their leader, preparedness, climbing resume…
- Drop the 60 day registration rule - for experienced climbers it is a gamble. When attempting harder routes weather conditions and route conditions are impossible to predict 60 days out.
- Oppose 60-day registration for people with experience. The less rules the better; too bad there are so many jerks that require rules to function.
- Eliminate 'flightseeing' landing at base camp. Such taxi service should be for those wanting access to hike/climb, not for couch potatoes' bragging rights. Why take up those taxi seats for touch and go landings?
- Outlaw solo climbing / glacier travel! Allow for transport of gear to 14.2k camp or at least purchase of stove fuel. Toilets at 11k camp, bottom of ski hill. Drop off portable toilets at 14.2k camp.
- Maybe place a timing limit on fly-overs. That is fly-over could only take place between 8am - 5pm.
- With its growing popularity, watching closely the increasing of problems with increased numbers. At this point seem relatively smooth.
- Stop flightseeing at some point in evening - maybe 8-9pm.
- A limit on the number of people.

- I would set a limit for the number of flight seeing planes in the national park. We were at Ruth Glacier, and some days it was just crazy above us. Way too many planes!! Lots of noise. This is the only negative impression we think of when we think of our trip.
- Allow IFMGA/UIAGM Guides access to guide in Denali NP. They are the only tested/certified guide in the world.
- Give rangers more discretion to not allow and/or kick inexperienced and therefore, hazardous parties off the mountain.
- The number of climbers allowed on one specific route. There were just too many climbers on the West Butt.
- Fantastic area, important that people can visit these areas, but I think there must be rules about how many flight seeing trips there can be. The problem is that I think this air taxi flight seeing will expand a lot, also to other areas.
- Limit group size: i.e. 10 max
- Limit flight seeing to one side of the mountain.
- Proof of certification of mountaineering qualification. Observed inexperience climbers conducting unsafe practices, which jeopardizes everyone in the area.
- Jet no-fly zone over wilderness.
- Lottery Jan 1st for landing date, dates staggered by two days. Fewer people and better sense of wildness. No rangers at 14k. Make people more self-reliant.

Cleanliness

- CMCs should be used at all camps but left at 14k and 7.2k.
- CMC cans were silly at 17k camp - have a voluntary system instead.
- Allow cooked, uneaten food to be disposed of with poop in a crevasse.
- Poop cans above 14k should be kept.
- Clean mountain cans for all camps on the buttress route, if drop-off could be provided at 14k.
- CMCs required at all camps.
- Offer (not mandate) CMCs for non-West Butt climbers.
- Keep up the strict cleanliness requirements. Pack it in - pack it out.
- Clean mountain can may be step in right direction but it needs to be improved upon (not sure how).
- Set high fines for leaving trash.
- Continue mandatory clean mountain can above 14,000
- Personal self-contained CMC. The one we used had cleansers that permeated everything it touched. People should provide their own or buy one as part of the trip.
- Hauling the barrels above 14k - They should be left there.
- Enforce harsher punishment for litter.
- Pack out all trash, including human waste. Reduce our impact; people might stay less at camps.
- Hold people accountable for their garbage.
- Required use of cmcs from Kahiltna base camp back to Kahiltna base. RMI does a great job and has set a precedent others should follow.
- No cmcs
- I have mixed feelings on throwing poo-bags into crevasses. I don't know what possible ecological effect it may impose. The great numbers of climbers, it would seem, may produce more than the crevasses can handle?
- Regulations to manage human waste, the CMC is a great idea for busy routes like the WB.
- Sanitary rules appear rigorous and at time officious but the result is a clean and tidy mountain - very much support these.
- toilets in the first two camps
- Continue to expand human waste and garbage removal.
- Require CMCs at all glacier base camps (e.g. Pika, Ruth).
- I think that the cmc cans have questionable value.
- Use CMCs on entire mountain, more sanitary, less impact.
- Tight rules on waste disposal are apparently (unfortunately) necessary and should therefore remain in place.

Miscellaneous

- Reduce regulation generally.
- There is too large of a NPS presence on the mountain. Fewer rangers and patrols is encouraged. As time progresses from the start of special use fees the rangers provide less service to the public.
- More / longer pre-climb briefings, focusing on safe climbing practices. (Too many climbers (esp. Koreans) going for summit at any cost).
- Need a better system to get gear to north side (i.e. horses?).
- If they catch climbers stealing other climber gear, they should have their picture put on NPS website under the heading 'Thief'.
- 4 people roped together maximum to prevent traffic jam.
- Between base camp and camp 1: two different routes for ski and for snowshoes so its a lot more enjoyable to ski down.
- Fast skiers downhill dangerously close to slow climbers.
- The transportation of butane cartridges on the plane, we should be able to bring all the fuel that we need for the trip on the plane.
- Pull rangers from 14,000 and let people be responsible for themselves.
- Since campsites can't be reserved, don't allow certain people to reserve campsites. We got kicked out of our campsite at 14k by doctors because they had 'reserved' it.
- No particular sight of ranger duties and support for climbers (except for in case of accident).

- **Improve weather report accuracy.**

III.B.3. Objective four Graphical Summary and Comparisons

Figure 5: Percent of Respondents with Limited Tolerance for Encounters, by Type, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q6(a-g)(2)-DU and Q7(a-h)(3)-ON.***

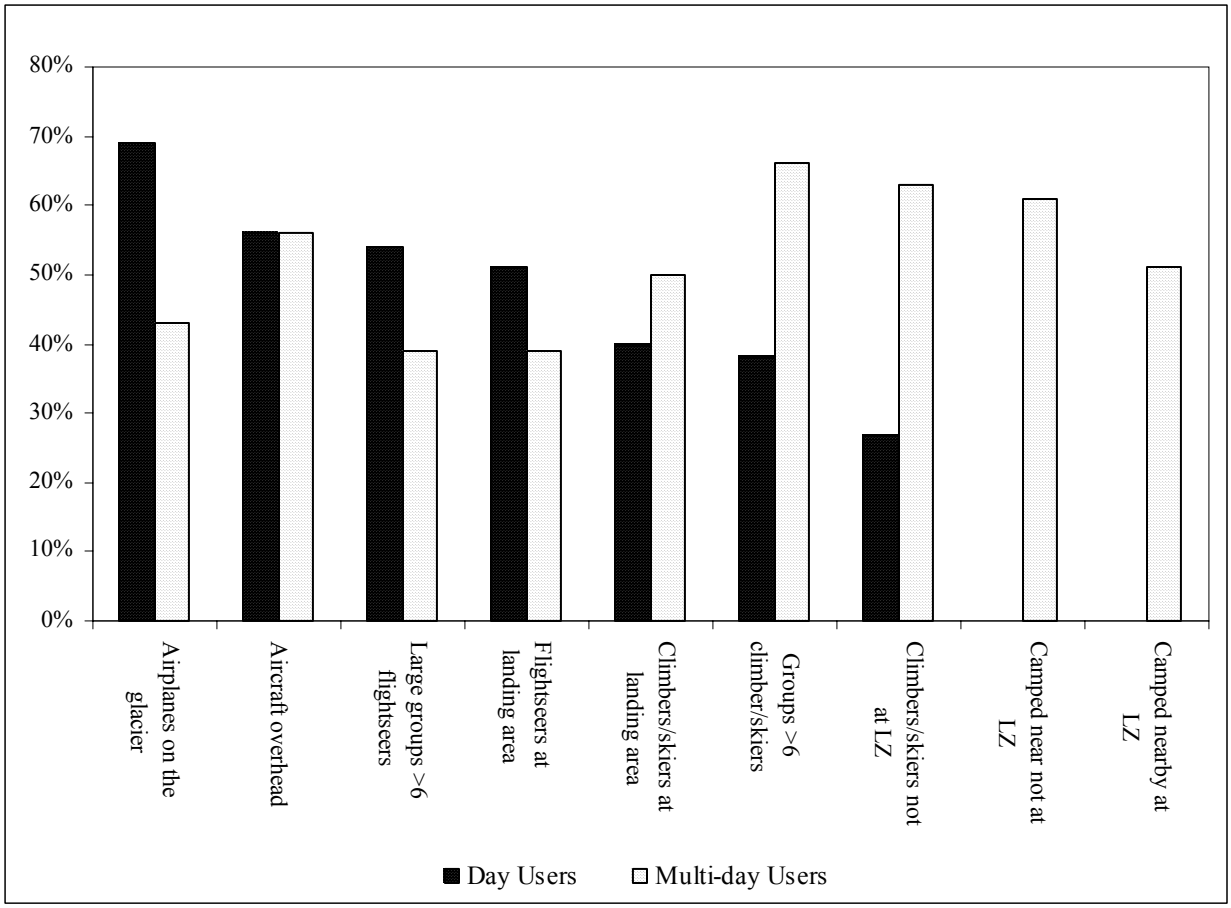


Figure 6: Influences of Amounts Encountered on Visitors, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q7(a-h)(2)-DU and Q8(a-i)(2)-ON.***

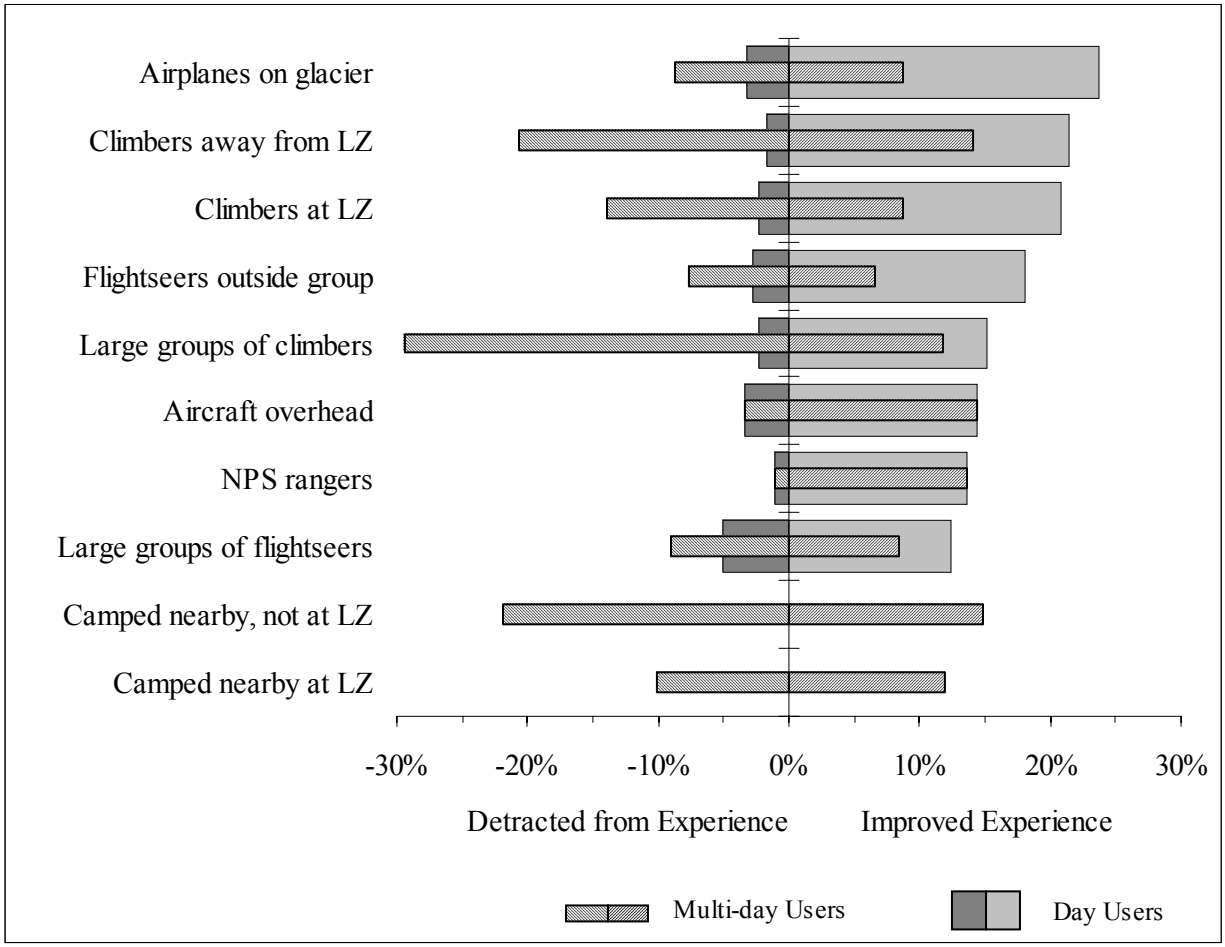
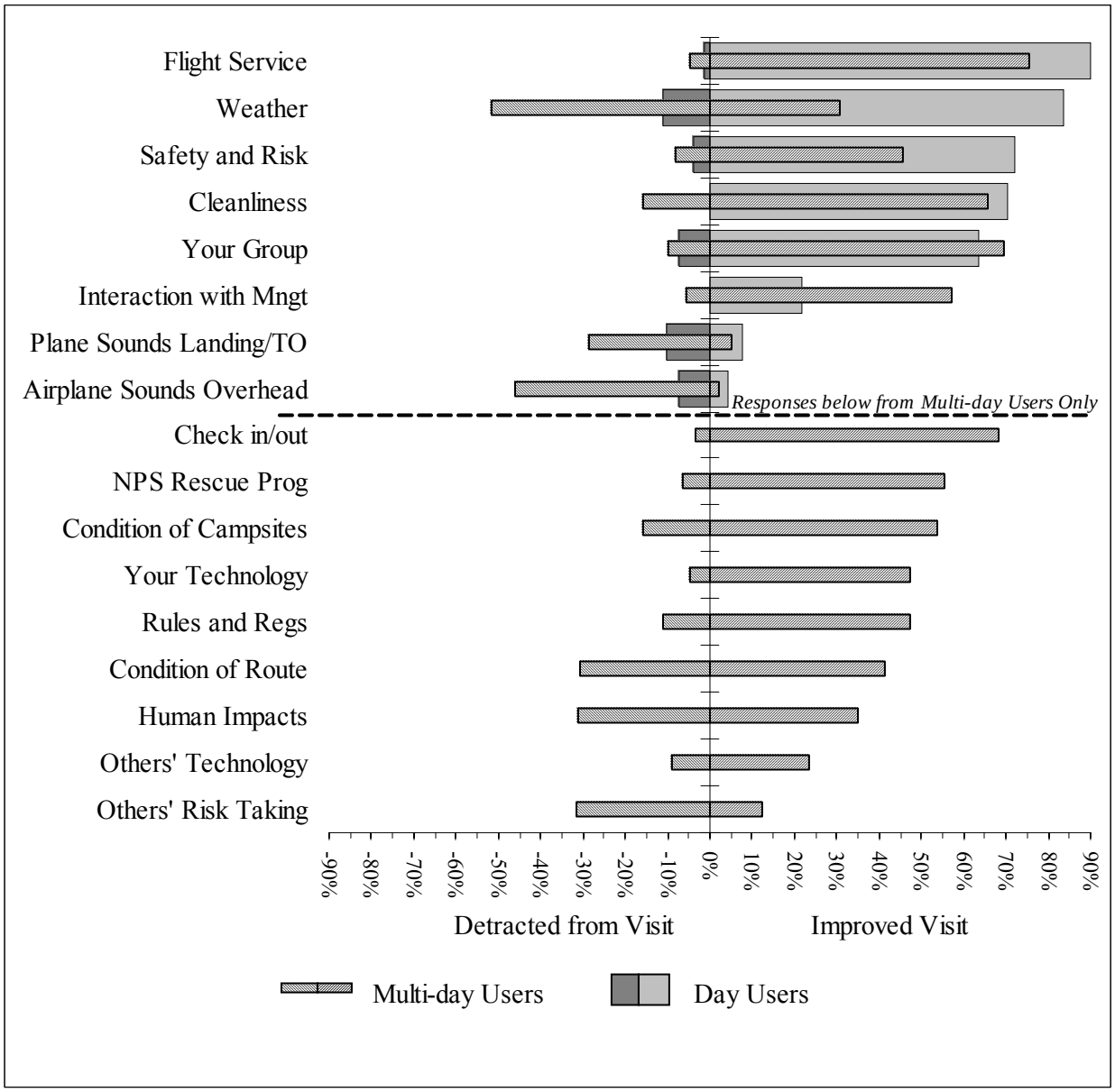


Figure 7: Influences of Conditions on Overall Quality, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q8(a-h)-DU and Q9(a-q)-ON.***



III.C. Objective Five: Encounters and Impacts of Encounters. *Assess visitors' encounters with scenic passengers, air tour passengers, climbers, park staff, and aircraft, and determine the impact of these encounters on the quality of their experience.*

III.C.1. Day Users:

Objective 5a: *How many airplanes did they encounter?*

Most of the respondents saw two or fewer airplanes on the glacier: 27 percent saw no other aircraft on the glacier, and 54 percent saw one or two other aircraft (Q6f1-DU). The average number of airplanes seen on the glacier was 1.5, while the average number respondents would tolerate was 2.6 (Q6f1-DU and Q6f2-DU means procedure). Twenty-five percent of the respondents saw as many as or more than they would tolerate, while 27 percent said the number seen would not have a negative influence on them.

Most of the respondents also saw two or fewer airplanes passing overhead: 47 percent saw no aircraft pass overhead, 32 percent saw one, and 11 percent saw two aircraft pass overhead (Q6g1-DU). The average number of aircraft seen passing overhead was 1.3, while the average number respondents would tolerate was 3.3 (Q6g1-DU and Q6g2-DU means procedure). Seventeen percent of the respondents saw as many or more aircraft passing overhead than they would tolerate, and 38 percent said the number they saw would not have a negative influence on them.

Objective 5b: *How many other people did they encounter?*

Of the respondents who could provide an estimate, 37 percent did not see any flightseers from other groups while they were on the glacier (Q6a1-DU). The average number they saw was 3.9 other flightseers (Q6a1-DU means procedure). Those providing an estimate saw an average of 3.0 multi-day users at the landing area and 3.9 away from the landing area. A majority reported seeing no multi-day users at the landing area (74 percent, Q6b1-DU), or away from the landing area (68 percent, Q6c1-DU). On average, day users saw almost no large climbing groups (m = 0.2) and one large flightseer group (Q6d1-DU and Q6e1-DU, respectively), with 91 percent and 75 percent seeing no large groups of multi-day users or day users, respectively.

Objective 5c: *Is the number of people they encountered too many, just right, too few, more or less than expected?*

In question 6, respondents were asked about their experience with and tolerance for seven different types of encounters that they were likely to have on their backcountry flightseeing visit. Across all seven types, more than half of the respondents either said the number of encounters didn't matter to them (would not negatively influence their experience), or they did not respond to the question by providing an estimate of how many they saw or how many they would tolerate.

Looking at the difference between the number seen and the number tolerated can be helpful to assess potential negative impacts from the number of encounters. Respondents who reported

seeing the same number or more than they would tolerate would be likely to prefer fewer encounters than they experienced. Of the seven encounter types, respondents were most likely to report seeing as many or more than they would tolerate of airplanes on the glacier (25 percent saw as many or more than they would tolerate, Q6fdif-DU), large groups of flightseers (20 percent, Q6edif-DU), aircraft passing overhead (17 percent, Q6gdif-DU), and other flightseers (13 percent, Q6adif-DU). Less than 10 percent of the respondents experienced the other three encounter types (multi-day users at landing area, multi-day users away from the landing area, and large groups of multi-day users) at or above their level of tolerance.

Question seven asked respondents about their expectations for encounters and the effect of those encounters on their experience. It can be informative to look at the cross-tabulation of those two response variables. Only 10 percent of the respondents saw more flightseers outside their own group than they expected to see, and only three percent said the number they saw detracted from their experience. Overall, 80 percent of the respondents said the number of other flightseers they encountered did not effect their experience, while looking at the cross-tabulation shows the greatest percentage of respondents saw about as many other flightseers as they expected and the level of encounters had no effect on their experience (29 percent, Q7a2 by Q7a1-DU). A similar pattern holds for the other five encounter types measured, with the majority of respondents (about 80 percent) indicating that the level of encounters they experienced did not effect their experience, and about half the respondents indicating that they did not know what to expect for encounter levels. The greatest percentage of responses in the cross-tabulation indicated that they did not know how many encounters to expect and the amount they did encounter had no effect on their experience (Q7b2 by Q7b1-DU to Q7h2 by Q7h1-DU). Across all encounter types, almost no one indicated that encounters had negative effects, and between 13 percent and 20 percent said encounter levels on their trip improved the experience.

> **I**: *Did you see some climbers in that camp?* **R**: Oh yeah. Yeah, all kinds of them. Yeah. And we were going to build a snowman but somebody else had already built one…I thought it was a great thing to do. They were snowshoeing mostly and there was one group of them that was all tied together and they had tents up on a little ledge up there. Yeah. *(Day User Interview ID#209)*

Objective 5d: *Did the visitor have to "bump" to another location? If so, how many times did they have to move?* This objective was not addressed in the study.

Objective 5e: *How many aircraft did they see flying around?* A large percentage of respondents did not see any aircraft overhead while they were on the glacier (47 percent) and 95 percent of the respondents saw three or fewer aircraft overhead (Q6g1-DU). On average, respondents saw one aircraft overhead (Q6g1-DU means procedure). The difference between the number seen and the number tolerated indicates that about 17 percent of the respondents saw as many or more aircraft overhead as they would tolerate before having their experience negatively influenced (Q6gdif-DU).

Objective 5f: *How did they feel about encounters with people?* The results from the questionnaire that address this objective have been presented under objectives 4d, 5b, and 5c.

> **I**: *Did you see other planes when you were out there?* **R1**: Uh-huh, yeah. **I**: *How did you feel about that?* **R1**: It probably would have been really cool if you were the only people out there. But it's not that big of a deal. There weren't that many. There was, what, maybe four when we landed? **R2**: Yeah. *(Day User Interview ID#211)*
>
> There was actually, there was another plane that was right by us and they had seven people, so they had little ones on there and babies and it was just incredible to know that they were enjoying that same thing too. *(Day User Interview ID#217)*

Objective 5g: *Was their experience enhanced by the presence of other aircraft? Did other aircraft detract from the experience?* Very few respondents (3 percent) felt that aircraft (either overhead or on the glacier) had a negative influence on their experience (Q7f2-DU and Q7g2-DU). Seventy-six percent of the respondents felt that the number of planes on the glacier had no influence on their experience, and 86 percent felt that the number passing overhead had no influence on their experience. Twenty-four percent felt that aircraft on the glacier enhanced their experience and 14 percent felt that the number of aircraft they saw overhead enhanced their experience.

> **I**: *Yeah, did you see some other planes when you were out there?* **R2**: Yeah, yeah. Some in the sky. Some landing and taking off from the glacier. And it was quite nice actually, seeing, looking. When I, I would assume people were just going to the mountain… **I**: *You liked seeing the planes?* **R2**: Yeah, yeah. You don't, the size of the mountain, you really realize when you see a tiny plane next to it and you think, wow, it's so huge. **R1**: It does give some degree of scale to it. While on the glacier I think one, two planes landed and two took off ahead of us. Not what I would call busy. *(Day User Interview ID#208)*
>
> **I**: *Did you see other planes?* **R**: Saw a couple other planes. There was like four, I think, on the glacier when we were there. And we saw a couple flying around while we were flying around, but it wasn't annoying or anything like that. *(Day User Interview ID#210)*
>
> **R**: That was maybe the thing in the flight that made me the most nervous was the pilot looking for other planes… And them talking to each other and then trying to get a visual on each other and there were a couple of times when we couldn't find somebody who was supposed to be there, and that's a little scary. But we found them and it was okay, but ... **I**: *So you were thinking about your safety?* **R**: A little bit. Yeah, yeah. I mean, it's not like a commercial flight where you don't think about other planes up there pretty much at all. I don't. But as you can hear the radio and you hear them talking to each other and they're trying to get visuals on each other, it was okay when they found each other right away, but when they couldn't find the plane that they were looking for that was a little scary. *(Day User Interview ID#316)*

Objective 5h: *How did they feel about noise from air taxis? From scenic landings? From air tour over-flights?* Questions 8a and 8b asked about influences of aircraft noise on experiences. The sounds of aircraft landing and taking off and the sounds of aircraft overhead had no influence on the experiences of 82 percent and 88 percent of the respondents, respectively. Ten percent of the respondents felt that the noise from aircraft landing and taking off had a negative influence on their experience, while seven percent felt the noise from aircraft overhead had a negative influence.

Objective 5i: *How did they feel about seeing people who were doing the same activity? A different activity?* The information used to address this objective is discussed under objectives 4a and 4f. In general, respondents seemed more willing to accept seeing people doing a different activity than seeing people doing the same activity as themselves.

> It was good. It was interesting being able to talk to climbers who are actually climbing the mountain as opposed to just people who are just flying over it like I was… (*Day User Interview ID#202)*
>
> Oh, it was neat to see the people up there. If I was quite a few years younger I'd probably try it myself. (*Day User Interview ID#301)*

Objective 5j: *In what ways did these encounters affect their experience?* The information used to address this objective is also presented under objectives 4a and 4f.

> **I**: *How about when you were at the glacier? Tell me about that.* **R**: Well, it was at base camp, so it was so bright, it was like really, really bright and blinding, and it was funny walking on the snow, and it was just interesting seeing the different people there and all their stuff and their tents and just people that live up there and sort of work there and just the climbers. It was really different, so it made it a better experience. (*Day User Interview ID#202)*
>
> It was just fun to have the plane come in and land on snow and then we got out and took pictures and saw there were a couple people having a camp a little ways up, and I was just watching. They're just sitting there reading and it's kind of fun to see, okay, this is what climbers do when they're not climbing. They sit around and read. And we saw the outhouse and were laughing about that. (*Day User Interview ID#203)*
>
> I thought that was pretty neat, seeing the climbers and the different base camps and all. It's amazing what they do. I wouldn't want to do it, but it was really neat to see them. I think that was a real highlight of the trip. (*Day User Interview ID#308)*

Objective 5k: *What are visitors' attitudes about size of airplanes in these areas? Do they prefer small, single engine planes or larger two engine planes, and why?* This objective was not measured in the quantitative study. Respondents to the qualitative interviews were asked how they felt about the size of their flight group. The size of group across the 34 interviews ranged

from three to 10 (including the pilot). All of the respondents indicated that they were satisfied with the group size. Respondents with small groups sizes said that was better, while respondents from larger groups said the group size didn't matter to them. Typically, respondents indicated that the most important aspect of airplane and groups size was whether or not everyone had a good window view. Some respondents indicated that they preferred small planes because they provided a more adventurous experience.

> **R**: I was by myself with three climbers in the plane and the pilot. **I**: *Okay. How did you feel about the number of people on your flight?* **R**: It was good. It was a small number, very sort of more personal and just a nicer experience. *(Day User Interview ID#202)*

> **I**: *How did you feel about the number of people on your flight?* **R1**: It was adequate…It was, I think it kind of depends on the plane rather than the number of people, so you can get good viewing. **I**: *Did you get good viewing?* **R1**: We did. **R2**: Yeah. I mean, it's always harder to see out the other side. If you could see out both, if you're in the back seat it's better. You can see out both sides. But, yeah, but it was decent. *(Day User Interview ID#206)*

> I would say that six would be the max, though. I wouldn't want to go, one of the places landed, I think they may have more than six, and I don't think I would have wanted to do that. I had purposely wanted to do either a Beaver or a Cessna with four people or six passengers, and six was my limit that I wanted to, because I wanted them to experience what it felt like being in a small plane. *(Day User Interview ID#207)*

> **I**: *How many people were on your flight?* **R1**: Nine. **R2**: We had nine, yeah. **I**: *Including the pilot?* **R1**: Ten. Ten counting him. There was nine passengers. **I**: *How did you feel about that?* **R2**: Fine. **R1**: Lot of room on the plane. You know, everybody was talking. It was good. I: So how was your interaction with other people? **R2**: Good, good. It was great because the woman on the side of me was using one of my cameras to take pictures too. I ended up with a lot of pictures. **R1**: She was using his. Now he's going to develop them and send them to her. *(Day User Interview ID#304)*

Objective 5l: *Is commercial use in these areas at an acceptable level, or is there too much or too little?* This objective was not measured in the study.

> I can see why the park is becoming increasingly popular. You know, it is a great place to go and I can see there is going to be an impact on the environment due to the number of people coming and trying to find the happy medium between keeping it as a wilderness and being able [inaudible] the people to actually experience that wilderness is a very tricky job. What I've seen is just one of the least commercialized national parks, which I like. How long it stays like that I don't know Yeah, it's a good place to come. *(Day User Interview ID#208)*

Objective 5m: *Include preferences in addition to satisfaction/annoyance.* This objective was not measured in the study.

Objective 5n: *Describe preferred types of experiences by location and type of user (climber versus air tour passenger).* There was not a large enough sample size to address this objective. Almost all day user respondents reported landing on the Kahiltna Glacier.

III.C.2. Multi-day Users:

Objective 5a: *How many airplanes did they encounter?*

The multi-day use respondents were asked to estimate the numbers of encounters on the busiest day and on the least busy day. On the slowest day 90 percent of the respondents saw three or fewer planes on the glacier, while on the busiest day the same percentage of respondents saw up to 15 planes on the glacier (Q7f1-ON and Q7f2-ON). The average number seen on the glacier during the slowest day was 0.9 and during the busiest day the average was 7.3 (Q7f1-ON and Q7f2-ON means procedure).

On the slowest day 90 percent of the respondents also saw up to three planes passing overhead, while on the busiest day the same percentage saw up to 25 planes passing overhead (Q7h1-ON and Q7h2-ON). On average, respondents reported seeing 0.9 aircraft passing overhead on the slowest day and 12.7 aircraft on the busiest day (Q7h1-ON and Q7h2-ON means procedure).

Objective 5b: *How many other people did they encounter?* Seven different categories were used to measure encounters with other people. The multi-day users were asked to report the highest number of encounters per day and the lowest number of encounters per day for each of the seven types.

<u>Encounters at the landing area.</u> The number of other multi-day users seen at the landing area averaged 25.0 on the slowest day (Q7a1-ON means procedure) and 61.5 on the busiest day (Q7a2-ON means procedure), with 12 percent of the respondents seeing no other multi-day users on the slowest day (Q7a1-ON frequency procedure). Multi-day users saw fewer flightseers than climbers at the landing area. The average number of encounters with flightseers on the slowest day was 1.2, and on the busiest day the average was 6.3 (Q7b1-ON and Q7b2-ON means procedure). Seventy-six percent of the multi-day users reported seeing no flightseers on the slowest day, and 33 percent saw none on any day at the landing area (Q7b1-ON and Q7b2-ON frequency procedure). The number of large flightseer groups encountered at the landing area averaged 0.3 for the least seen in a day, and 1.0 for the most seen in a day, with 73 percent of the multi-day users seeing no large flightseeing groups on any day (Q7e1-ON and Q7e2-ON). Multi-day users reported seeing an average of 9.9 other multi-day users camped within sight or sound of them at the landing area on the slowest day, and 20.9 on the busiest day (Q7ga1-ON and Q7ga2-ON).

I: *Did you interact with other climbers and rangers who were out there?* **R:** Minimally. There weren't a lot of people around us besides at base camp (on the Kahiltna Glacier), and we weren't there particularly long, except to get in an airplane. So I didn't really have much to do with others. We were on our own, essentially. (*Multi-day User Interview ID#123*)

I: *Were there a lot of people at base camp (on the Kahiltna Glacier)?* **R:** No, there was really not very many people at all. Probably, I would say there was about 30 climbers, and most all of them flew out yesterday and just one team flew in when everybody else was flying out. So I think everybody's kind of getting the idea that the season's getting over. There's a lot of people up at 14,000 feet that were still trying to come down. But at base camp there was hardly anybody. It looked like a ghost town when we left. (*Multi-day User Interview ID#124*)

I: *Were there a lot of people at base camp (in the Ruth Gorge)?* **R:** No, actually very few. There were two parties lower down in the gorge. I think one flew out before the storm and, because I haven't seen their cache. And then there were just a couple parties. There's right now, like a group of eight people that were basically going to film something, but that was and there were park rangers or volunteers for a while. But there were periods of time where we were by ourselves up there, so. (*Multi-day User Interview ID#121*)

Encounters away from the landing area. Multi-day users estimated that they saw an average of 11.4 other multi-day users away from the landing area on the slowest day, and 71.6 on the busiest day, with 34 percent seeing none on the slowest day, and five percent seeing no other multi-day users away from the landing area on any day (Q7c1-ON and Q7c2-ON). The number of large climber/skier groups encountered averaged 1.4 for the least seen in a day, and 6.4 for the most seen in a day, with 41 percent of the multi-day users reporting seeing large climber/skier groups every day (Q7d1-ON and Q7d2-ON). These multi-day users reported seeing an average of 2.0 others camped within sight or sound of them away from the landing area on the slowest day, and 20.1 on the busiest day, with 52 percent estimating that they camped within sight or sound of others every night away from the landing area (Q7gb1-ON and Q7gb2-ON).

I: *So, and then what was it like the day you actually summited? How was that?* **R1:** That was pretty routine summit. Weather was perfect. There was a lot of people. **I:** *Other people summiting?* **R1:** Yes, many people summited that day. I think there was ... **R2:** Around 80 people probably on the route to the summit, so. Everyone had been waiting for the good weather at the high camp. (*Multi-day User Interview ID#134*)

I: *Did you see other people out there (Ruth Gorge)?* **R:** Yeah, we saw, we encountered two other parties while we were down in the gorge and then and we hung out with another group of Kiwi people that had been ski touring up at the airstrip. (*Multi-day User Interview ID#114*)

We saw no one. Once we left the main glacier up the Northeast Fork we did not see anyone, except there were two climbers who were on the Rib ahead of us by about a day. I think they had come from 14,000 on the Buttress because we saw them sort of as we got

> into camp at 16,400 we saw them sort of going up and that's the only people we saw after we left the main Kahiltna Glacier. (*Multi-day User Interview ID#127*)

Objective 5c: *Is the number of people they encountered too many, just right, too few, more or less than expected?* Respondents were asked to indicate how many encounters they would tolerate seeing for the same seven types that were discussed above. Subtracting the most seen in a day from the number they would tolerate may give an indication of excess capacity for use. Across the seven types, respondents' average tolerance exceeded the average number seen on the busiest day. The number of large groups seen – both multi-day users and day users were the types of encounters closest to reaching the level of tolerance. Respondents indicated an average excess capacity of 0.1 large groups of multi-day users and 2.1 large groups of flightseers (Q7ddif-ON and Q7edif-ON, respectively). Of the seven encounter types, multi-day users were least likely to be bothered by encountering additional multi-day users at the landing area (excess capacity mean of 34.9, Q7adif-ON). Encounters with flightseers at the landing area, multi-day users away from the landing area, and others camped nearby at the landing area all had similar levels of excess capacity (means = 9.1, 8.9, and 10.0, Q7bdif-ON, Q7cdif-ON, and Q7gadif-ON, respectively).

In question eight respondents were asked to indicate if the level of encounters they experienced was more or less than expected, and if the level detracted from or enhanced their experience. A cross-tabulation of these two responses shows the relationship between expectations and influences on experience. The cross-tabulation data are presented in Q8a2 by Q8a1-On through Q8h2 by Q8h1-ON. The extreme cases are discussed below.

The first type of encounter to be presented here is encounters with other multi-day users at the landing area – the encounter type that respondents indicated the greatest excess capacity for. The majority of respondents indicated that they encountered about the number of other climbers at the landing area that they expected (62 percent, Q8a2 by Q8a1-ON), and 77 percent felt the number of encounters with climbers at the landing area had no effect on their experience. At the cross-tabulation intersection of these evaluations, 52 percent encountered about what they expected and indicated that encounter level had no influence on their experience. Only five percent of the respondents encountered more than they expected and reported that level of encounters detracting from their experience.

> **I:** *How did you feel about that, about the amount of people that were there (Pika Glacier)? Is that what you expected?* **R:** Yeah. It's casual. Yeah. I've seen a lot more in there before. It's a popular rock climbing destination for the Alaska Range. Yeah, it's a good place. (*Multi-day User Interview ID#104*)

> **I:** *Were there a lot of people around?* **R1:** Fifty or so. Yeah. I mean, I kind of expected there to be crowds. I knew there'd be 1,200 climbers up there this season. So I wasn't expecting a solo experience or anything. So a lot is a relative thing. (*Multi-day User Interview ID#111*)

> **I:** *Did you see a lot of people?* **R:** Lots of people. And we expected that. There's a little over a thousand people registered to climb it this year. And 52 percent, by the way of

> which are foreigners. We didn't realize that. And I'm not sure that it's always that high, but this year it's a very high percentage of foreigners. So we saw and met lots of people from Belgium, Germany, Italy, France, I mean, just all over the place. Lots of Japanese, Russians. There's people from everywhere. (*Multi-day User Interview ID#113*)

The other encounter type to be discussed here is for encounters with large groups of multi-day users – the encounter type with the least excess capacity. Again, the majority of respondents felt that the encounter level for this type had no effect on their experience (59 percent, Q8d2 by Q8d1-ON). A small majority (51 percent) also indicated that they encountered about what they expected for large climbing groups. At the intersection of the cross-tabulation, almost 20 percent of the respondents indicated that they encountered more large groups of climbers than expected, and the level of encounters detracted from their experience.

> **R1:** You know, when we came up there was established camps, you know, it was 72, 78, 95, 11 and 14 (thousand feet). We came down, it was tents all the way. No rhyme or reason. Just people and tents all the way down the mountain. **I:** *Was that more than what you expected?* **R1:** Yeah, I was surprised. **R2:** Oh yeah. **R1:** I was surprised. Yeah. It was a lot of people. It was a lot of people. (*Multi-day User Interview ID#109*)

> **I:** *How did you feel about the number of people that were out there?* **R:** Well, I expected that, too. And that's why I've never really spent time in the Alaska Range, you know, living ten years in Alaska, I always went to the Wrangells. But I knew, I expected. I think it's what it is. You know, it's the largest peak in North America, it's going to be that way. And then with that development there's a lot happening all around there, you know, the Ruth and all that. It's not really that large of an area if you think about it. It's all very beautiful and pretty accessible with, you know, all of this infrastructure we have. So there's going to be a lot of people using it. (*Multi-day User Interview ID#132*)

> **I:** *How did you feel about the number of people that were out there?* **R1:** Wasn't really surprised. **R2:** No, I was ready for it. **R1:** Because, yeah, it's popular route. Yeah. **R2:** It makes you feel a bit more secure in a way because you know someone's going to be able to help you. But it also takes away from the sort of beauty of the mountains. (*Multi-day User Interview ID#135*)

Objective 5d: *Did the visitor have to "bump" to another location? If so, how many times did they have to move?* This objective was not addressed in the study.

Objective 5e: *How many aircraft did they see flying around?* Multi-day use respondents reported seeing an average minimum of 1.3 aircraft passing overhead each day and an average maximum of 14.5 aircraft passing overhead in a day.

> **I:** *So as far as you didn't see very many people, how about planes? Did you see or hear very many planes?* **R:** In the Ramparts we, you know, we didn't really see too many that I remember. I can't really think about that. But, I mean, on Pika Glacier I think it's pretty close to the path to Denali so you heard a plane, on clear days, of course, heard planes sort of a few times a day. I mean, on the busy days you heard, you know, you could hear

quite a few coming in and out and you knew there was a lot of people running up to Denali. (*Multi-day User Interview ID#105*)

I: *Did you guys see or hear any planes when you were out there?* **R1:** Oh yeah. **R2:** A lot of sightseeing planes. Lots. **R3:** Even when we were covered in fog we'd hear planes and be like, it must be good weather up there. **R1:** Must be clear above 17,000, or above 16,000, something like that. (*Multi-day User Interview ID#107*)

I: *Did you see or hear planes flying overhead when you were there?* **R:** Oh yes. I mean, we were near base camp (Kahiltna Glacier) so, you know, you see the planes come and bring people in. There were also a lot of tourist planes looking at the mountains. But given the weather we had all that stopped for a few days. They couldn't even fly in, in fact. (*Multi-day User Interview ID#123*)

Objective 5f: *How did they feel about encounters with people?* The results from the questionnaire that address this objective have been presented under objectives 4d, 5b, and 5c.

I: *So you mentioned talking to other people at the 14,000 camp. How was your interaction with people while you were out there at base camp, 14,000 camp?* **R1:** Oh, awesome. **R2:** Yeah. **R3:** Everyone was so friendly. **R2:** It was really fun to talk to people. **R3:** So supportive. **R2:** Everybody's giving each other advice and help and it was building each other up, I think. (*Multi-day User Interview ID#107*)

I: *How were your interactions with the other climbers?* **R:** Oh, fine. They were brief, you know, I met a few people from Greece and Switzerland. It was nice, but we also, you know, everybody has their own camp and did our own thing as well. (*Multi-day User Interview ID#111*)

I: *How was your interaction with other people?* **R:** Nice. Good. I found the people are very nice, especially in this place. The American people are very friendly. You can speak between each other, it's no problem. Sometimes in different mountains in the world it's really different between the different groups and expeditions. But this time it was really nice. We had a very good contact with the American people and everybody. (*Multi-day User Interview ID#112*)

Objective 5g: *Was their experience enhanced by the presence of other aircraft? Did other aircraft detract from the experience?* Questions Q8f2-ON and Q8h2-ON on the multi-day survey ask about the effect of the number of aircraft on the glacier and the number of aircraft passing overhead in a day. Most of the respondents indicated that the number of aircraft seen on the glacier had no effect on their experience (82 percent, Q8f2-ON), and the majority also felt that the number of aircraft passing overhead had no effect on their experience (69 percent, Q8h2-ON). However, more than three times as many respondents were negatively influenced by seeing aircraft passing overhead (29 percent) than by seeing aircraft on the glacier (9 percent). An additional nine percent of the multi-day users felt the number of aircraft they saw on the glacier improved their experience.

Objective 5h: *How did they feel about noise from air taxis? From scenic landings? From air tour over-flights?* Respondents were asked to rate the influence on their experience from the sounds of airplanes overhead and the sounds of airplanes landing and taking off in questions Q9e-ON and Q9f-ON, respectively. Most either felt that the sounds of aircraft overhead had no influence on their visit (47 percent) or that the sounds slightly detracted from their experience (43 percent). Eight percent felt the sounds of aircraft overhead greatly detracted from their visit (Q9e-ON). As with sightings of aircraft discussed above under Objective 5g, respondents were less annoyed by sounds of aircraft landing and taking off than they were with the sounds of aircraft overhead. Most respondents (63 percent) felt the sounds of aircraft landing and taking off had no influence on their visit, while 24 percent felt the sounds slightly detracted from their experience, eight percent felt they greatly detracted from their experience, and six percent felt that sounds of airplanes landing and taking off improved their experience (Q9f-ON).

> It didn't bother me. It was actually sort of neat, you know. You sort of knew the weather when you were sitting in your tent. You knew the weather was clearing when you heard planes. So it was almost an indicator of getting up, you know, let's get moving. You know, the high altitude planes flying over the summit, you know, you start laughing, like, yeah, they're the only ones getting, seeing the summit now, you know. But, yeah, I mean, it's the, it's the nature of the beast, I guess. Yeah, no big thing. (*Multi-day User Interview ID#109*)

Objective 5i: *How did they feel about seeing people who were doing the same activity? A different activity?* The information used to address this objective is discussed under objectives 4a and 4f.

Objective 5j: *In what ways did these encounters affect their experience?* The information used to address this objective is also presented under objectives 4a and 4f.

Objective 5k: *What are visitors' attitudes about size of airplanes in these areas? Do they prefer small, single engine planes or larger two engine planes, and why?* This objective was not measured in the study.

> The ones I don't like are the twin-engine because, I don't know, I guess you could say they're providing access, but they seem like more of a nuisance. They really, I don't know, they're just zipping around everywhere in the range. I imagine if you were on Denali and you'd just spent a whole bunch of time hiking up that thing and some twin-engine was buzzing around the summit it might kind of tweak you a little bit. So I don't really like the flightseeing because it adds to the traffic that's already happening out there. (*Multi-day User Interview ID#104*)

> **I:** *How about, did you see or hear planes flying overhead?* **R1:** Definitely. **R2:** Yeah. **I:** *How did you feel about that?* **R2:** Fine. I knew they were going to be there. **R1:** The first day it was a nuisance, just the faster ones, the turbo prop high altitude ones because the ones ferrying to the strip, they're way down glacier, they're single engine, kind of quiet, but the flightseeing ones kind of get in your space. It's not a big deal. You know, everyone ... **R2:** Well, you expect it, really. I mean we wouldn't have been able to get in

> there in the short amount of time if it wasn't for planes. So it's kind of a benefit, it's a bonus. It's a good thing, I think. **R1:** The sound of them was reassuring that there was good weather somewhere. Like if you heard them when it was whiteout, you're like, well we're just in a little cloud, you knew that they wouldn't be flying if it was. So there's good and bad. (*Multi-day User Interview ID#116*)

Objective 5l: *Is commercial use in these areas at an acceptable level, or is there too much or too little?* This objective was not measured in the study.

Objective 5m: *Include preferences in addition to satisfaction/annoyance.* This objective was not measured in the study.

Objective 5n: *Describe preferred types of experiences by location and type of user (climber versus air tour passenger).* There was not enough sample size to address this objective. Eighty-seven percent of the multi-day use respondents reported landing at the Kahiltna Base Camp.

III.D. Objective Six: Opinions about Management Strategies

III.D.1. Day Users:

Objective 6a: *What kinds of existing regulatory systems are supported? Should existing regulations be maintained or eliminated?*

> **R1**: The wilderness area. Most parks are parks and this is a wilderness area. So it's different. **R2:** It's still more or less not touched by man. **R1:** Right. **R2**: That's why it's a wilderness. That's why, the way it is and that's the way it should stay. *(Day User Interview ID#305)*

Objective 6b: *Should access to these areas (i.e., number of planes that can land) remain at present level, be expanded or decreased?* Question 10 asked the day-use respondents if they felt that a limit should be set on the amount of use in the area (even if it meant their own use could be limited in the future). The majority of respondents did not support a use limit: nine percent said there should never be a limit, and 48 percent said no limit is needed now, but could be imposed in the future. Forty-two percent of the respondents indicated that they would support use limits at the current level (Q10-DU).

> **R1**: A couple years ago we were in the [inaudible] and flew down to Grand Canyon, which has been shut off by the federal government to landing inside the park. So the only places to go to get into it are on Indian land now. I hope that doesn't happen here because you're going to shut off an experience that is, it'll be closed to, unless there's another way you can do it. But I just don't, we've got a choice tomorrow of a, you know, a three-hour bus tour that just touches the tip of the park, or six, which does a little more. And really the one you should take is like 12. **R2**: Yeah, to Wonder Lake. **R1**: Which, you know, who wants to sit in a bus for 12 hours? So, I mean, it's a magnificent resource, so if the BLM or

> whatever decides to shut it down I would strongly hope that there would be some alternative to get people in so they can see the gorgeous wilderness that's in there. *(Day User Interview ID#203)*

Objective 6c: *What kinds of management systems would be supported?*

> I like it and keep it as undeveloped as possible. (*Day User Interview ID#211*)

> And the park should do a little bit more, get a little bit more involved with that area. I think more people would enjoy being much closer than just having to take a plane ride to go there and see it. (*Day User Interview ID#312*)

> **R1**: They definitely should not be drilling for oil up there. **R2**: And leave it to the public. **R1**: Yeah. Keep it wild. **R2**: Yeah, yeah. **R1**: Keep it wild. (*Day User Interview ID#314*)

III.D.2. Multi-day Users:

Objective 6a: *What kinds of existing regulatory systems are supported? Should existing regulations be maintained or eliminated?* Questions Q12d-ON and Q12e-ON ask about opinions regarding the current registration and user fee requirements for obtaining permits to climb Mount McKinley and Mount Foraker. Most respondents supported the current 60-day registration period – 30 percent supported it, and 48 percent strongly supported it, while only 13 percent opposed or strongly opposed it (Q12d-ON). Similarly, most respondents supported charging a registration fee: 36 percent supported it and 48 percent strongly supported it (Q12e-ON). When asked how much the fee should be, 36 percent (including the 16 percent who didn't support a fee) did not provide an amount. Twenty percent of the respondents said the current $150 fee was the right amount, 16 percent said $100 would be appropriate, and 11 percent said they would support a $200 fee (Q12espec-ON). The mean price that was supported was $103 for all respondents (assuming $0 for those who did not support a fee or provide an estimate) and $160 for respondents who supported a fee and provided an amount they felt would be appropriate.

> And you know what? I don't believe that the Park Service should be legislating people off the mountain. And I certainly don't think that the Park Service should do things like what they do in the Grand Canyon, to run the river down there, which is give a bunch of concessionaires all of the user days and then private parties can't come. You know, if somebody wants to hire a private party they should be able to hire, I mean, a commercial outfitters that take them up there, they should be able to do that, but in the Grand Canyon, virtually they can't do that. And there's absolutely no way that I would, you know, the Park Service, I believe, is illegally giving user days to concessionaries in the Grand Canyon and I sure hope that that doesn't happen in this case. In other words, very strongly, let the climber decide if he wants to hire a guide. Don't have the Park Service give or, you know, a certain amount, allocate a certain amount of user days to the guided trips. I think that that is dead wrong and I think that it's illegal. And I think that the Park

> Service should be sued and that sort of thing for doing what they're doing in the Grand Canyon. Obviously I feel very strongly about it. (*Multi-day User Interview ID#125*)

Objective 6b: *Should access to these areas (i.e., number of planes that can land) remain at present level, be expanded or decreased?* Half of the respondents felt that no limit is needed to control use: nine percent felt there should never be a limit and 41 percent felt no limit was needed yet, but may be needed in the future. Thirty-nine percent of the multi-day users indicated that they would support a restriction to limit use to the current level, while 11 percent would like to see use reduced from current levels (Q11-ON).

> **R:** That area right around base camp gets so crowded and everybody wants to climb Mount McKinley and there's so many other climbs around and, you know, it gets really crowded there and, I don't know. I guess they don't limit the number of permits, but it is getting pretty crowded up there. I guess that's all I have to say about that. **I:** *Do you think there's anything they should do to deal with the crowding?* **R:** Not yet, maybe in the next ten years. We'll see if numbers keep going up. But I guess you can just climb earlier, like in May there's fewer people up there. (*Multi-day User Interview ID#124*)

> **R1:** I think what some of the parks are doing, I don't know, necessarily the parks, but like, like he was mentioning, and some of the areas that we climb in is that the Forest Service actually limits the amount of people and access into those areas. **R2:** Yeah. **R1:** And I don't know if they actually do that here or not, but that might be something that they may want to think about. **R2:** Think about here, before it does get ... **R1:** Out of control. **R2:** Out of control. Because it's just going to become more popular and popular and popular. And like he says, they're public lands and you can't deny access, but, I mean, you've got to do something. (*Multi-day User Interview ID#109*)

Questions 12a-ON to 12c-ON asked about the types of use the multi-day users would support imposing limits on: air taxi landings, flightseer landings, or people in general. Of the three, the greatest support was given for limiting people in general, with 47 percent of the respondents supporting or strongly supporting that option (Q12c-ON). Forty-two percent supported or strongly supported limiting flightseer landings (Q12b-ON), while only 21 percent supported or strongly supported limiting access to air taxi landings (Q12a-ON).

> **I:** *Do you feel like there's some need to regulate that?* **R:** Like I said, I don't know the answer. I don't really like regulation of things because default setting, you know, like regulation, kind of, is odd to me. But it does seem like if the flightseers want to avoid regulation that they'd be, it would be in their benefit to be proactive about taking care of some of the problems themselves before it gets to that stage. (*Multi-day User Interview ID#104*)

> You know when you look at flightseeing and airplanes. Even in college we'd always go over to the airplane and say, knock it off, you're ruining my wilderness experience, if it was a 747 or if it was a little piper cub. If they have established air routes and you know where they are and they limit the flights. Trouble is, it's just like off-road vehicle use. Okay, tell you what, we'll give you these ten miles and we'll give you this flight pattern,

we'll give you this many flights. All of a sudden it fills up and the economics says, oh, we need another flight pattern. We need another X amount of flights. And we'll never fill that, we'll never fill that void. So once again, I think there's a line where we just say, folks you may have to book that kind of a flightseeing thing X amount of days, months, weeks, years in advance. Just like people who go into the wilderness usually have to plan days, weeks, months, years in advance in order for that experience. (*Multi-day User Interview ID#128*)

Objective 6c: *What kinds of management systems would be supported?*

R1: Yeah. I mean I know I said they're doing their draft, the wilderness draft. And I hate to say it, but they're going to, at some point they're going to have to control ... **I:** *The use?* **R1:** The amount of people, you know. I mean, it just, you know, if they're, I think it should be based on experience. I mean you got to work your way up here. You can't, you know, go, like we met a group that went up the West Rib. Never been on a big mountain before, never. Actually never even went mountain climbing before. But they had big wall experience down in like southern Utah. And they went to the West Rib and spent 25 days? **R2:** Almost a whole month. **R1:** Almost a month on the rib and listened to them telling the stories, it's like, dude. **R2:** How are you still alive? **R1:** How are you still alive? How are you alive? It's amazing. It's just amazing. It's just, it took them six days to get up the Northeast Fork. Six days. I know it's crevassed, but my God. **R2:** They're hauling sleds up the West Rib. **R1:** Hauling sleds and skis, but big wall style up the rib. And it's like, you know, it's like, God, I'm amazed you're alive. So, I mean, I don't, there's going to come a point where they're going to have to start controlling numbers because, I mean, anything more than what they're getting up there now, I mean, I can't imagine a thousand people on that mountain. I mean, there's like, there's probably 600, 650, 700 now. I can't, I wouldn't want to be there. **R2:** They're doing the best they can, I mean, you know. **R1:** The best they can. And you can't deny public access. (*Multi-day User Interview ID#109*)

The only thing we find, there's parts of the route with fixed ropes and I think it makes, it comes too much people, people maybe who hasn't the experience to climb the mountain. They can find trouble to do it. And if you don't find, if you didn't find these ropes or these things maybe it will be more wild and more pure a mountain, Denali. (*Multi-day User Interview ID#115*)

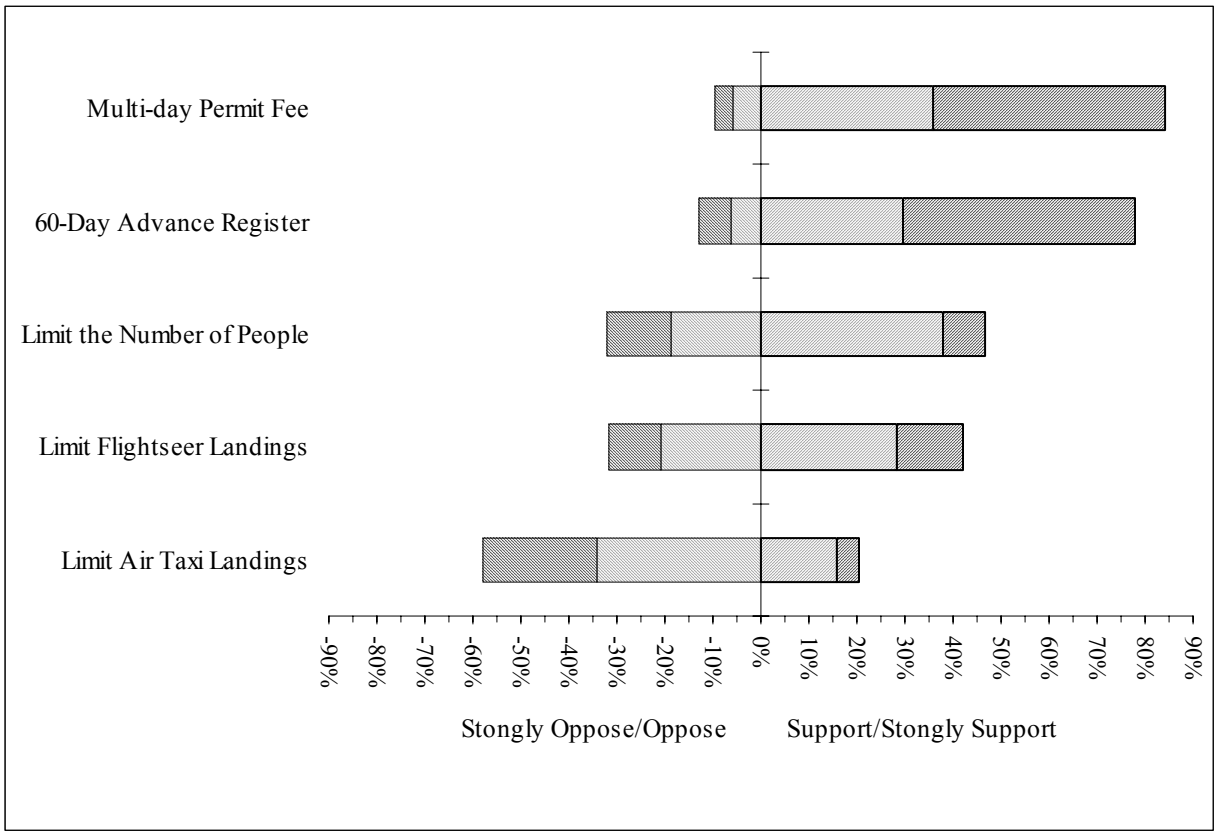
Well, everybody was urinating all over the place and, you know, for such a big camp, you know, there probably should be pit toilets there, just like there is at the Kahiltna and at the 14,000 foot camp. So that's probably something that I would think should be added, pit toilets at the 11,000 foot camp. Because, you know, Windy Corner, you can't get around Windy Corner if the conditions are bad. It's kind of a gateway. So you're kind of stuck between 11,000 and 14,000. So that would help, I think. (*Multi-day User Interview ID#125*)

Interesting, too, that managing the waste and garbage issues on Rainier versus on Denali. I would say it's a lot easier on Rainier. But they still have a lot of issues with it and there

they actually copter the waste out from the high camps, two main high camps where the majority of the guiding happens. And so, unlike Denali where the waste stays on the mountain unless it's carried out in CMCs, even in base camp and in high camp or 14,000 where they dig the pit toilets. It'd be cool in the future if they could figure out a way to remove the waste from Denali, too. (*Multi-day User Interview ID#119*)

III.D.3. Objective six Graphical Summary

Figure 8: Multi-day Users' Opinions about Management Options, Denali National Park Backcountry Fly-in Visitor Study, 2004. ***Data are from survey questions Q12(a-e)-ON.***



IV. Air Service Provider Qualitative Findings

Interviews were conducted with an owner or manager of all five Talkeetna air service providers, as well as seven pilots employed by these companies. The air service owners, managers, and pilots were asked to comment on aspects of the visitor experiences in a similar way as visitors were interviewed. They were asked specifically to comment on 1) the role of the pilot, 2) who their customers are, 3) how visitors describe their experiences, and 4) things that affect those experiences.

IV.A. Service Providers: The Role of the Pilot

While not one of the primary objectives of the study, we had an opportunity to extract from some of the interviews the perceptions of the pilots about their roles in providing for visitors to Denali National Park & Preserve. For what may be a once in a lifetime flightseeing trip or flight into or out of an extended climb on Mount McKinley or other remote mountains for the visitors, these pilots and the owners of the air taxi companies are engaged in a job. They aren't visitors and they

aren't National Park Service employees, but even if they don't always describe it that way, there seems to be a certain element of recreation in what they do, and pride in the role they serve at Denali National Park & Preserve. They are engaged in business in the Park for profit, however. They plan to stay in that business. These comments from the pilots and the owners provide some insight into how they view their role at Denali National Park and Preserve. One pilot answered the question about why he is a pilot pretty directly:

> Why am I a pilot here? Well, I'm a pilot because I just kind of like to fly around. I fly these little airplanes because that's fun. I chose not to go to the airlines because it seemed a lot like an ordinary job, although when payday rolls around sometimes I think it'd be fun to be a jet pilot and get a real paycheck. But I was flying small airplanes and gliders in Colorado and just having a great time and read a Smithsonian magazine about Talkeetna and what the pilots did here and thought, oh wow, that's what I want to do. I want to go fly skis. So I came to Alaska, to Talkeetna specifically to do this. And, I don't know, some people decide that they're going to be a painter or a doctor or something. I decided to fly and come to Alaska. I like wilderness. I don't get to spend as much time in it, maybe, as I might like to. But working here allows me to sort of do that vicariously. I get to go places that only mountaineers go. I mean I've stood at the base of Mount Huntington and unless you're a climber or unless you fly here you'd never get to be in a place like that. And any number of other places, you know, where we've taken people to climb. The side of the Moose's Tooth, for example, is another just fabulous place, you would never believe you're there. I get probably more excited than half the tourists that I fly when we go into these places. It's just what I like to do I guess. *(Service Provider Interview ID#412)*

Some pilots and owners described their job in a little more mundane terminology, suggesting it might just be a job to them. They liked to describe themselves as "taxi drivers."

> Basically the pilot that flies the flightseeing family or party or group is guiding them in the sense of showing them where things are, you know, and making sure that they get some knowledge of the mountain and some information on what glacier's what, and as far as the landing site goes…You know, we're strictly like a taxicab basically, you know. *(Service Provider Interview ID#401)*

Most all of them place a lot of importance in their role of keeping people safe, trying to reduce the chances something will go wrong to make it a bad trip for the visitor.

> And the pilot's responsibility is to ensure that, of course, in the airplane they're responsible for the safety of the passengers, but then on the glacier to kind of keep an eye on them and make sure that they don't wander off too far and fall in a crevasse or something like that. *(Service Provider Interview ID#401)*

> Very seldom will we use the 185 for climbers because it's usually a party of at least four people. And with all the gear it takes a Beaver or an Otter to get them in one load. And with climbers we try to get them all in and out with one load. The

> weather can change so quickly, we don't want to have half of them here and half of them on the mountain. So we try to take them all in at the same time. *(Service Provider Interview ID#404)*
>
> But the reality of it is, it is all wilderness out there and, you know, if anything out of the ordinary or unexpected occurs then there you are. You know, we have to do a certain amount of training as pilots to be prepared to deal with that and likely be the only person in our little group of six or eight that knows where he is and how the equipment we have works and that kind of thing, and just to keep everybody together until somebody else comes along or until we can take off again and bring them home. *(Service Provider Interview ID#412)*

There was demonstration of ethics in flying among pilots, and a sensitivity to how their behaviors affect visitors. The pilots have heard it all and while they want to please their customers, they also are aware of the kinds of behaviors that can come back to haunt them. They do things that reduce conflict in some instances.

> On the same side of the coin is that, you know, we have to have responsible pilots that aren't going to be buzzing ten feet off the rocks and, you know, seeing somebody climb around the rocks, you don't go near them, you know, when you see them. *(Service Provider Interview ID#401)*
>
> It depends entirely on the condition of the snow, but in the vicinity of the Ruth Glacier. I mean we land at the mountain house strip with everybody else quite a lot. But because there gets to be so much traffic there we like to go somewhere else different. *(Service Provider Interview ID#412)*

The pilots certainly perceived themselves as an information source for the visitors, sometimes telling about the park itself. Several of them talked about trying to open the eyes of the visitor to more than Mount McKinley. There are a lot of things to see in this Park.

> Sometimes we say to them, I say, on my way back I say, you know, that whole area we were in there was a national park and there's a little bit of a state park here and now we're going to see some cabins along some of these little lakes down here and you start talking about it that way. *(Service Provider Interview ID#402)*
>
> When I take them around the north side I say to them, now, if you look out the left out there you can see Wonder Lake and Wonder Lake is at the end of the road system and that's the, when people take bus rides in the park and whatnot they take that road for wildlife viewing. *(Service Provider Interview ID#402)*

There is also evidence of sensitivity to the resource, along with some pride in their equipment and commitment to both the customers and the place.

> We can accomplish more climbers than anybody else on the field with two of our big airplanes. They're called Turbine Otters, and they can typically accommodate up to eight climbers and gear, which accomplishes two things, we go to the glacier less, which means there's less impact on the glacier, and they provide us with a longer safer landing season. They impose less, I don't know. They get off the glacier a lot faster than any of the other planes on the field. They don't require as long of a landing or takeoff strip. So that's glacier friendly. *(Service Provider Interview ID#405)*

Pilots seem to like to take care of people, and the owners like employees that care about the visitors. They realize many people haven't flown in small aircraft before, or if they have, it's been pretty seldom. That sensitivity to their passengers is evident in the interviews. It doesn't take long for a pilot to also develop sensitivity to the climbers and their aspirations. Pilots tend to wait for the climbers to discuss the outcome of their trips.

> You know, from a pilot's aspect we try to, again, try to make sure we understand which way the winds are going so they're not getting turbulence that we can avoid. Sometimes you can understand which way the high altitude winds are blowing, so you try to set the flight up so you don't have turbulence. You try to work the angles as to where you're flying so that they can see the summit if it's at all possible. If you can't see it from one side of the mountain you go to the other side of the mountain. And give them a smooth ride and let them understand what's going on with the airplane because what could have a negative effect, you can tell the apprehension level from people if you make sudden power changes in the aircraft. They're not used to that. *(Service Provider Interview ID#403)*

> I rarely ever will ask anybody if they made the summit because you never know what these guys have been through. You know, like the guys that are out there right now, you know, they're battling 70, 80 mile an hour winds and huge snowfalls and likely the majority of those folks aren't going to make the summit if this system stays here. As soon as it lets up they're going to come down, they'll be running out of food. And so to ask these guys as soon as they get to the airplane, well, did you make the summit, you know, they're already frustrated because they were up there and they had to deal with all that and they just ran out of time and now they didn't get a try for the summit really. *(Service Provider Interview ID#412)*

Beneath it all, they are entrepreneurs. Like business people anywhere, they are conscious of visitor satisfaction and that is the primary driver in many of their decisions, within some safety standards, of course.

> Well, a lot of times we'll leave here with the understanding that, it's the same trip, whether we do a glacier landing or not. Now if people want to do the glacier landing it costs extra. Well, sometimes we'll get up there and maybe the light condition is such that we don't feel it's safe to do the landing. There's flat light where you don't have any contrast, you can't see the snow. Well, if we get up

> there and decide that, well, we just don't like the looks of things, we're not going to land so they don't get to do their glacier landing, so when we get back we refund the money that they were going to pay for the glacier landing. So they only pay for what they got. And we tell them that beforehand, you know, hey, we're going to try and do the landing, but we won't guarantee we're going to do the landing until we get up there and look at it. When you start landing up at 5,000 feet on the side of the glacier you've got to have the conditions right or you just don't do it. You know, it's a sightseeing trip, it's not a life and death matter and we don't want to turn it into that. *(Service Provider Interview ID#404)*

The pilots seem to sincerely believe they are providing a social service by providing access for common people to see this spectacular country. Their excitement about the Alaska Range is contagious.

> And I think that aviation or flying in the air is the only way that probably 99 percent of the people that see it, it's the only way that they can. They physically can see it and it's, really there's no other way in there for most people. And there are a few people that are strong and trained enough that they can hike into there, but 99 percent of the people don't have another way in. *(Service Provider Interview ID#406)*

> We give them a full, you know, we have a map and we show them on the map that we start off in the muskeg and if it isn't flat, if it isn't mountainous in Alaska it's usually wet because of the intense glacial meltdown and the snow pack is just, you know, releasing just millions of gallons a day into the valleys here. So, you know, initially we describe you fly over the glacial wetlands is usually what we call them, which is mostly moose type terrain, and then we head up into the alpine terrain where you're right on the edge of organic material and continue up the lower glaciers and then into the alpine mountainous environment where it's just rock and ice primarily. We show them some of the world's most spectacular peaks and glaciers and mile high granite walls and, so usually what we try to convey to the flightseeing person is just the immense scale and beauty up there that most people in the world don't get to see. *(Service Provider Interview ID#410)*

IV.B. Service Providers: Experiences of Visitors (Objective Three)

Air taxi operators' descriptions of visitor experiences usually reflected several years of interacting with them. They were asked how they had heard visitors describe their experiences in the Park.

IV.B.1. *Size & Scale*

Air taxi operators seemed to enjoy trying to relate how people respond to the size of the place. Some of the terminology they use to describe how visitors respond to the hugeness are hard for

most of us to understand. It is the size of everything, the scale, that pilots believe dominate the experiences of multi-day users and day users.

> It's like flying indoors. It's so big. It's bigger than they could imagine anything to be. It's like entering a whole different world. *(Service Provider Interview ID#401)*

> I think the immense size of it is what gets them, when they start looking at, you know, the visibility here is clear. And so you're looking at a mountain that's about seventy statute miles away and you don't even get visibility that good in a lot of places. *(Service Provider Interview ID#402)*

> Sometimes they'll, you know, especially when we're heading straight towards the mountain they'll think, boy, we're going to run into it any minute. And you have to point out to them that we're really three miles away from that mountain yet and it looks like you're going to scrape the wingtip. It's because we're so small and that mountain is so massive that it makes it look like it's just right on top of you. It's usually the vastness of everything is what surprises people, and how small things look on the ground. *(Service Provider Interview ID#404)*

IV B.2. *Unique Contrast to Everything Else*

A critical part of visitor experiences at Denali National Park & Preserve, according to the pilots' observations, is simply the unique contrast to everything else in the visitors' lives. Some pilots have a difficult time describing this uniqueness.

> **I:** *What do you think makes it so unique?* **R:** The fact that it is totally unique. It is unique. I mean there's nothing that makes it unique. It is unique. There's no other place like this. And there's certainly no other place that you can do anything like this. You know, how do you, you've got a, if you take somebody into a, for example, a mountain house and they're standing at 5,600 feet and you're showing them a mountain that's three vertical miles above them, now tell me where else you're going to do that. You know, you're showing them icefalls, and there's just dramatic icefalls with huge crevasses that you can actually look into and they can see. I mean where else are you going to do that? I mean, you can go to Wrangell-St. Elias and Matanuska and go glacier trekking. But to get an overall view like this, this is the only place that it's done. *(Service Provider Interview ID#411)*

> They'll never, anywhere else on the planet, get a chance to do that. There's no other place you can do it. New Zealand does glacier work, but they don't have nearly what we've got. You can't stand, you know, at the base of a 5,000 foot rock wall in New Zealand and look straight up at it. You can up here. *(Service Provider Interview ID#401)*

> Fly around these rocks and, you know, and just doing this kind of aerial ballet thing around the mountains, you know. And I've had them just be in tears, you

> know, thinking, well, that it was the most awesome thing they've ever done in their life. *(Service Provider Interview ID#401)*
>
> I think McKinley and the Alaska Range is something set apart from everything else. Period. There's no comparison, comparing that, the Alaska Range to other mountain ranges. I would say, yeah, I would say it's just a unique experience up here that you really can't compare to anywhere else. We've had clients that have gone and flown over Everest and done stuff like that and even they say this doesn't compare at all. So it, they would, this is probably one of the best things they've ever done. And so hearing that even reiterates just how special the things that we can do for people up here. *(Service Provider Interview ID#405)*
>
> Unlike anything they've ever done before, and there's no way you can describe what you're going to see. You can show pictures. You know how you can show videos, but until you're actually there and experience it it's unlike anything that you've ever done. *(Service Provider Interview ID#411)*

IV.B.3. *Ice and Snow*

It's difficult to imagine what the air passengers experience as they pass from the river valley to the glacier valleys, but one of the big differences is the ice and snow, the white landscape.

> **I:** *What do clients tend to talk about most when returning from a trip?* **R:** Boy, that's a tough one. Depends on where they're from. Like sometimes you have clients from Florida and they've been in flat ground so they haven't seen snow in many years, or never seen snow. So they talk about being on the glacier itself as being a great thing. It's like, wow, we're on snow, we're on a moving part of a mountain up here and we're at 6,000 or 7,000 feet and, you know, there's snow all over the place and they're just having a great time. *(Service Provider Interview ID#403)*
>
> Some people will be dazzled by the color of the ice. Wow. I've never imagined it would be so blue. Other people will be miffed at, oh wow, McKinley didn't really look that high. Other people will say, oh wow, it's a huge mountain. Some people will talk about the bear we saw just before we landed over everything else that was out there. I guess I'm not thinking of anything in particular that really stands out that everybody talks about. It's just surprisingly varying. *(Service Provider Interview ID#412)*

IV.B.4. *Changing Environment*

Once on the glacier, or up on the mountain, unlike at home, or down in the valley in Talkeetna, things change so rapidly and to such extremes, that it becomes part of the visitors' stories about this place. The pilots have experienced it before, but for most visitors it is a novel experience.

> And then when they're on the glacier, depending on what the conditions are, if it's warm out, of course, they can't believe how warm it is, you know, standing in snow. They can't believe that it's as accommodating, you know, because when you're standing there when it feels like it's 80 degrees and you're standing in your tennis shoes, you know, and you're not sinking into your knees, it's just really nice. *(Service Provider Interview ID#401)*

IV.B.5. *Isolation*

The pilots think about the trip to the glaciers as one of isolation. They seldom see other planes, and when they see other people they are seldom close to them. In this big country, it is easy to find the level of isolation you desire.

> To say, well, look, we'll take you on a scenic flight where you're not going to see another plane. You'll have 15 minutes of just nothing but quiet, you and the mountains and that's it. So we try to accommodate those people as well. *(Service Provider Interview ID#401)*

> You rarely, if ever, see another airplane. We'll point it out to them sometimes if there's another airplane, let's say, landing on the glacier, but it's almost never do you see another airplane. *(Service Provider Interview ID#402)*

> Most of these people are looking for someplace where there aren't huge crowds and big long lines of people, although they'd really like to see a big long line of climbers going to the top. *(Service Provider Interview ID#402)*

> If they climb any other route they're going to usually have it to themselves. *(Service Provider Interview ID#410)*

IV.B.6. *Safety in Numbers*

The pilots seem to believe strongly in protecting the safety of the visitors, and they feel that the visitors even have positive aspects of their experience defined by seeing other real human beings.

> So you take a sightseeing plane into a place where there's nobody there and you're way exposed, more than if you took it in where there's a climbing expedition or a glacier seminar, something like that. It's a safer deal. It's less exposed. You know, I mean, it just makes sense to just about everybody I talk to that, you know, the more people makes it safer. *(Service Provider Interview ID#401)*

> But usually people like seeing other planes up there, especially, you know, if you're flying and you see another plane a mile away flying across is just an

amazing sight. I mean even as pilots looking out at other planes, you know, the scale, you can absorb the scale and it's just nice to see. You know, and even climbers, to a certain extent, like to see other planes, especially if they're doing something that is technical or hard or dangerous. They want to, okay, somebody's checking up on me, this is great. And, but even on the glacier landing part of it, you know, other planes, it's nice to have a few other planes in there too, because you can get a picture of a few planes and actually on the scenic tour people aren't there for a wilderness experience and it's kind of nice, you know, that we mix, you know, we'll take two or three planes up at a time and land and people get together and talk and, you know, sometimes they meet people from their hometown on the Ruth Glacier, you know, 4,000 or 5,000 miles away from their home. So, but it's all been very positive thing. I haven't ever heard that, where somebody landed on a glacier and goes, geez, look at all these other planes or people. *(Service Provider Interview ID#410)*

IV.B.7. *Landing on the Glacier*

The pilots just can't say enough positive things about landing on the glacier. They feel it is the thing that makes experiences here pretty unique. It's beyond big, beyond unique, it's not only the highlight of the trip, it's possibly the highlight of someone's life.

> But when you do land it's the highlight of the trip. *(Service Provider Interview ID#401)*
>
> I guess I'd have to say honestly that I don't really term it as anything other than just, I'll say, yeah, we do landings on the glaciers and, you know, it's more like a glacier experience, you know, or mountain flying experience. That's kind of the way I address it, rather than a wilderness experience or a park experience. You know, it's more like just a glacier rendezvous or something like that rather than the other. It is what it is. *(Service Provider Interview ID#401)*
>
> What we do is glacier landings. We're taking people up and landing them on the glaciers in the park or landing on the glaciers, period. And the only other people that do glacier landings on a regular schedule, or not schedule but regular thing, you know, that you can call up and say, hey, I want to do a glacier landing, you know, next June, is going to be New Zealand or here. Because really there isn't any other place that you can do that, you know. *(Service Provider Interview ID#401)*
>
> For me it's my favorite part as well, when I get out on the glacier and all the mountains are towering right above you and you have those kind of pictures, there's just really no comparison. You don't get that feeling anywhere else. *(Service Provider Interview ID#405)*

IV.B.8. *What National Park?*

We pretty pointedly asked the pilots if they thought the visitors considered their flight into or over Denali National Park & Preserve a park experience. They varied a little in their response, but most felt that the visitor isn't there to see the park, they're there for the mountain. On some flights the park itself is never mentioned.

> I never ever term it as a national park. *(Service Provider Interview ID#401)*

> They wouldn't know it was a national park unless we told them it was a national park. *(Service Provider Interview ID#402)*

> It's just not that kind of national park where you go in and pay a, you know, see a ranger in a Smokey the Bear hat and you give him some money to go in. One of the few parks that you get thousands of visitors by air that we do and yet there's no real indication that it is a park. *(Service Provider Interview ID#402)*

> We don't generally say that it is a national park experience. No. We basically just kind of give them, they know they're going to Denali National Park and if they're flying on two of our tours that cover the north side, then we do say as we go over to the north side you will be viewing Denali National Park from that area, which is generally, people know that that's where the park entrance is and that road, so they have kind of a visual in their head of the area that we would fly over in that instance. But when we're telling people about just going on a south side tour we don't generally say that you'll be flying over the national park. We generally just specify that you're flying near Mount McKinley on the south side, that kind of thing. *(Service Provider Interview ID#405)*

IV.B.9. *Wilderness Experience*

We also wanted to know whether the pilots and air taxi operators thought the flights and the visitor stays in Denali was a wilderness experience. While most of those interviewed were consistent in not thinking of it as a park experience, even though it is without a doubt a National Park & Preserve, they were more likely to describe it as wilderness. Many of them differentiated the landing experience itself for day users and following the West Buttress route from wilderness experiences. There is an interesting assertion by some pilots that wilderness has to contain trees and vegetation.

> It's certainly a wilderness experience. *(Service Provider Interview ID#401)*

> I mean, maybe if you're from New Jersey you'd describe it, I don't want to pick on New Jersey. I was born in New Jersey so I guess I can. If you were from there you would probably consider it a wilderness experience, but not the landing. *(Service Provider Interview ID#402)*

> Where you feel like you're out there by yourself and alone, or take your kids up in the high country up here and you're kind of off trail just following the high points is pretty much a wilderness experience. But this glacier landing stuff isn't. And neither is the West Buttress climb. *(Service Provider Interview ID#402)*

> Wilderness to me is trees and green and places I can walk and get to. As far as going in on the north side, if I was [inaudible] telling people to go over there and do a backpacking trip. And, yeah, to me that would be a wilderness experience. But landing on the glacier at 5,500 feet to me is not a wilderness experience. *(Service Provider Interview ID#405)*

> To me a wilderness experience is trees. I guess I would call the climbing experience a wilderness experience. But the flightseeing tour, you don't actually get out where you're alone in it, you know, you're always with other people and I guess my definition of a wilderness experience might be different than other people's. *(Service Provider Interview ID#406)*

> Well, it's pretty wild, except for all the climbers on the mountain and all the planes flying around. But if you can put yourself into the old days where they had to hike in, they had to spend a month carrying their gear in instead of an hour flying in, that's pretty wild. It's also very dangerous as far as the crevasse danger, the rugged, going up the side of the glacier to get there. So most people go up the West Buttress and I would say, you know, because that's so populated and the base station's along there, that's maybe not quite so wild. I've never been up there though. It's a little too wild for me yet. But everything else on all these mountains around here is wild. So wilderness, wilder-ness. I'd call it wilder-ness. *(Service Provider Interview ID#409)*

IV.B.10. *Mount McKinley*

Of course seeing Mount McKinley is part of the experience for most people who flightsee and for those intending to climb the Great One. It's right up there with glacier landings as a unique aspect of the experience.

> They just know they want to go and see McKinley. *(Service Provider Interview ID#402)*

> The only negative part about the scenics is they may not get to see the total mountain or see the summit. Most of them are coming here to see the summit or the mountain. They think that's the ultimate. But most of them, even though they don't see the summit, there's enough to see out there that it's pretty interesting to them. *(Service Provider Interview ID#408*

> Everybody wants to see McKinley. And so if they can't see McKinley, well, then that's kind of a, whether it be smoke from a forest fire or clouds like we have

> today, likely they'll choose to not go. If they do go flying most people enjoy it, what they do get to see. And what we notice is, or what I've noticed anyway, is people see the glaciers and the ground stuff a lot more when they can't see the mountains. And they don't really see what you're flying over on a clear day when you can see everything because they're busy looking at McKinley and the other mountains and forget to look down and see all the other stuff, and so that was just kind of an interesting twist. *(Service Provider Interview ID#412)*

IV.B.11. *Seeing Climbers*

The pilots suggest that flightseers, whether they land on the glacier or not, respond pretty positive to seeing climbers. Seeing climbers is even a unique part of their visit to Denali National Park & Preserve. Most of the day users are not climbers, but they are curious to see climbers. Seeing climbers also complements the scale aspect of the experience. Seeing humans within a landscape with difficult to define scale helps the visitor in the air understand the size of the place they are viewing.

> I think a lot of it's just seeing how other people do things. See why are the climbers doing this, you know? And I'm sure it's hard to understand. It's hard for me to understand why anybody wants to climb that mountain. *(Service Provider Interview ID#404*

> They enjoy the climbers the most. *(Service Provider Interview ID#405)*

> Well, when they see climbers up there it adds dimension to the place too because the scale is so big up there. So when they're actually, when a climber's moving or on the side of a peak or on the side of a big 5,000 foot granite wall it puts things into perspective and just how large it really is. *(Service Provider Interview ID#410*

> **I:** *What do the flightseers think about seeing the climbers and their camps?* **R:** They think that's really interesting, actually. That's something I do hear a lot is, are we going to see any climbers? The scale is immense out there and it's hard to really grasp that and then when you can actually see somebody and, of course, they're just a little speck, they look like an ant crawling around on the glacier and that startles almost everybody. It's like, oh wow, they're so small down there. That's really people? And then they begin to have a greater appreciation for just how big that place is out there. *(Service Provider Interview ID#412)*

IV.B.12. *The Plane*

The pilots and air taxi operators are pretty competitive and proud of their businesses and services they provide. There is some pride in the role of the unique airplanes they use.

> We have music on board so if there is a point where the skies are real busy and our pilots need to concentrate on flying then they're able to turn on a CD, and so the people can listen to nice music while they're flying in the mountains. *(Service Provider Interview ID#405)*

> The flightseeing tours are, the airplane ride's what they're after. *(Service Provider Interview ID#406)*

> You know, I mean, if you think about it, really, most people are, over 95 percent of the people on the earth have never rode in a small airplane before, so that in itself is an adventure. *(Service Provider Interview ID#407)*

IV.C. Service Providers: Factors that Influence Visitor Experiences and Conflicts (In Support of Objective One)

Pilots reported very little knowledge of conflict within the Park. They seldom mentioned anything that they perceived was causing conflict. They generally felt that there aren't problems with noise or seeing people. In fact, they tend to relate positive responses from visitors of seeing other people in the park, particularly seeing climbers. The pilots probably felt that the greatest potential for conflict is due to safety.

> But I've never heard anybody complain about the noise issue. *(Service Provider Interview ID#401)*

> I've never had anybody complain about the numbers of people on any particular one glacier. *(Service Provider Interview ID#401)*

> But we very seldom take tourists up to the base camp because there's so many people up there that we just don't want the extra confusion. *(Service Provider Interview ID#404)*

> **I:** *How do they feel about seeing climbers out there?* **R:** They like it. Most of them are, they want to see the climbers, the routes. You know, I point them out. *(Service Provider Interview ID#409)*

> Well, when they see climbers up there it adds dimension to the place too because the scale is so big up there. So when they're actually, when a climber's moving or on the side of a peak or on the side of a big 5,000 foot granite wall it puts things into perspective and just how large it really is. *(Service Provider Interview ID#410)*

> And I've passed any number of airplanes, you know, a mile or so apart and nobody on board my airplane saw the other one unless I pointed it out. Sometimes it's kind of cool to see another airplane down there. It's like, hey, look over there. They go, oh wow, that's kind of cool. And every once in a while, somebody,

> usually whoever's riding in the front seat and beside the pilot, will point out something. Like, oh, here's an airplane over here, but that's a little more rare. But I haven't, I don't think I've ever heard anybody comment about being close to another airplane or anything like that on a scenic flight. *(Service Provider Interview ID#412)*

IV.C.1. *Weather*

We were interested in learning from the pilots what they thought were the things that influenced the experiences of the visitors. They pretty much all agreed that the single thing that influences experiences of multi-day users and flightseers the most is the weather. The weather influences the plane ride, whether you can land on the glacier, see the mountain, and even whether you go or not.

> Weather is probably it. I mean, it'll affect it negatively if it's cloudy and positively if it's clear. You know, so the weather is the biggest thing that, one thing that would, you know, that would disappoint a customer or make them happy. But the other thing is delays that'll make anybody mad, if they've got to wait around for the plane to get back. That's the big thing. That has to do with over-bookings and, you know, trying to keep things within a reasonable size business. You know, if you overbook and you have the weather get bad then you're going to disappoint a lot of people. *(Service Provider Interview ID#401)*

> But it does, when you have a clear day and McKinley's out and it's just so spectacular, so I would say weather is the biggest determining factor, especially when you say, hey, look, there's nothing to see, we're not going to go. *(Service Provider Interview ID#402)*

> First thing is the weather. Most folks feel they don't have a good experience if they don't see the summit itself. *(Service Provider Interview ID#403)*

IV.C.2. *Seeing Other People*

The service providers perceive that a lot of the visitors' experiences are related to seeing other people. It affects perceptions of safety, it gives scale to the place, the lack of people can give you isolation if you are after that, and seeing people in a very inhospitable environment provides a unique experience.

> I think that all of these glaciers that we're taking people into, the more people you have there, the safer it is, in the sense that there's going to be a chance that one of them's going to be an EMT or a doctor or be able to provide, there's more food service, there's, you know, there's going to be more fuel, which would certainly sustain life a little bit more if there was nobody there. *(Service Provider Interview ID#401)*

> But, you know, how many games of cards you going to play with these people? And, oh, you know, you got survival gear and stuff with you on the airplane, but it's still kind of one of those, people'd be looking at their watches for the next 12 hours, you know. So, like I said, better to land at a place that has people already there. *(Service Provider Interview ID#402)*

IV.C.3. *Landing on a Glacier*

Landing on a glacier, for day users, opens up several doors for experiences. The experience of landing on the glacier itself is unique, but encountering people on the glacier, feeling isolation, and experiencing the snow and ice up close all depend upon getting your sneakers planted in that snow on the glacier.

> We can take you places where you can just stand there and look up at a mile straight up, you know, from the ice, right out of the plane and a safe distance from everything. You're not going to get avalanched on. You know, it's perfectly safe and sane and there's not a lot of traffic around, you know, to do that. And so it's, you know, as far as I'm looking at it and from what I've seen and heard from the people that we fly, the glacier landing is, I guess that could be the highlight, if you were going to put something down. *(Service Provider Interview ID#401)*

IV.C.4. *Large, Contiguous Area*

Denali National Park & Preserve is a large place. With many of the visitors coming from more settled parts of the U.S., and others from Europe and Asia, where the size of protected areas tends to be smaller and more development exists, many of their Denali experiences seem tied to the size of the place. And of course, it is unique in the number of glaciers contained within its extensive boundaries.

> I think probably the size of it and the fact that it's just so, it's got so many glaciers. *(Service Provider Interview ID#401)*

> But once you get up in there you see that there's 35 to 50 mile long glaciers and also that McKinley's just a part of what's up there. And a lot of times you get up there and people go, well which one's Mount McKinley, because there's just so many beautiful, big peaks up there and though Denali is the highest, you know when you're in the environment up there, it's not necessarily the most, you know, striking or the most beautiful peak up there. And there's just so much, you know, to see. *(Service Provider Interview ID#410)*

IV.C.5. *Glaciers and Snow*

The number of glaciers and amount of snow contribute to the unique aspects of experiences at Denali, and are probably the most common basis for comparison between this park and others by the pilots.

> I mean, you can go to Glacier National Park, you can go to Yosemite and you'll see the ice, yeah, but not like this. *(Service Provider Interview ID#401)*

> I don't know of too many other parks and wildernesses outside of Alaska, anyway, that have as much ice. *(Service Provider Interview ID#412)*

IV.C.6. *Flying for Access*

Who can deny that the image of the small airplane heading toward the Alaska Range is at the root of the experience of many visitors coming through Talkeetna? Flying to the Park just distinguishes it from any other Park the visitors are likely to have visited. There are some overflights at smaller parks in the continental U.S., but it is not the dominant method of access in any of them. It's an Alaska thing, and it's strongly identified with Denali and the package of experiences that people are receiving there.

> Accessibility, down there you can drive through them. Up here you've got to fly out to them, you know, fly out to the mountains. And that would be the only other difference maybe it just would be accessibility, you know. *(Service Provider Interview ID#401)*

> The fact that it's in a park, it's in a protected area, but it's also remote. And that's what makes this difficult and a little more different than what you see in other national parks is most national parks you can drive right up to the base of anything you want to see, walk around on it, get back in your car and leave. This one is completely different. *(Service Provider Interview ID#403)*

IV.C.7. *Seeing Other Aircraft*

Seeing other aircraft has interesting effects on visitor experiences. Pilots believe that most of their customers, at least the day users, hardly ever see other planes, and when they do it is likely to be a positive contributor to realizing the scale of the place and increasing perceptions of safety.

> You rarely, if ever, see another airplane. We'll point it out to them sometimes if there's another airplane, let's say, landing on the glacier, but it's almost never do you see another airplane. *(Service Provider Interview ID#402)*

> But usually people like seeing other planes up there, especially, you know, if you're flying and you see another plane a mile away flying across is just an amazing sight. I mean even as pilots looking out at other planes, you know, the scale, you can absorb the scale and it's just nice to see. *(Service Provider Interview ID#410)*.

IV.C.8. *Their Plane Ride*

Human nature suggests that visitors capitalize on the unique aspect of accessing this wild landscape by airplane and want to be sure they have the best possible vantage point for this "once-in-a-lifetime" experience. It's also just so unusual to be in a small plane, with such good visibility and so many new things to see for most people. The pilots' narratives about what they are seeing is part of the plane ride and help visitors receive some of the experiences they receive.

> A lot of times they're more interested in, am I going to get a window? Will I be able to ask the pilot questions? *(Service Provider Interview ID#402)*

> Actually, each of the pilots has a narrative that they prepare and deliver and so it's informative and sometimes entertaining. And I think that that really makes or breaks a flight. You know, you just start going and not talking, I mean it's beautiful, but people like to learn about what they're seeing and like to be entertained, and in some cases the flightseers are nervous and they like to be soothed and you just have to know how to make their experience the best that it possibly can be. And that's what we try to do. *(Service Provider Interview ID#411)*

IV.C.9. *Summit*

Pilots seem to believe that the climbers are often somewhat disappointed if they do not reach the summit during an attempt.

> Some of them are a little bummed, like if they didn't reach the top. *(Service Provider Interview ID#409)*

IV.D. Service Providers: Characteristics of Respondents and Their Visits (In support of Objective Two)

The knowledge gained from pilots and the air taxi business owners represent not just one season of use, but their collective careers of serving climbers and flightseers at Denali National Park & Preserve. In a very general way, they were asked to describe the people they haul around in their aircraft. It is obvious that there isn't a simple description of who they are. Day users may be slightly more likely to be from the U.S. than multi-day users, however.

IV.D.1. *Origin of Visitors*

> I mean, you know, I've had worldly travelers from every part of the world up here. I mean I've had Irma Bombeck and Jimmy Buffett and all these people that travel around and see a lot of neat stuff and it just blows them away. *(Service Provider Interview ID#401)*

> We do some big Korean tour groups. They come in at, fifty at a time. Take them up just on a one-hour scenic flight around the mountain. We can do it in a twin real easily in an hour. A lot of people come from the hotels, just drop in. A lot of people contact us over the winter on the Internet or by calling in, whatnot, and just from all over the country and all over the world, basically. *(Service Provider Interview ID#402)*

> Just like the group we had on the airplane a couple days ago. A couple from Florida, somebody from Kansas, mostly middle-aged or a little bit older and just up here on their, "we finally got to go to Alaska vacation. *(Service Provider Interview ID#403)*

> Oh, all over the country, all over the world. We've had people from pretty much everywhere. I wouldn't probably generalize them to be any specific area, for the most part. *(Service Provider Interview ID#405)*

> Everywhere. Everywhere, absolutely everywhere. And we have a lot of Europeans, a lot of Asians, a lot of people from North America and South America. I don't know that I've had too many from Africa. But we've had Australians and New Zealanders and, where else? Lots of Russians and Chinese and Koreans, a lot of Koreans. I mean we have people from, literally, everywhere. *(Service Provider Interview ID#411)*

IV.D.2. *Previous Experience of Visitors*

Even though there might be a slight tendency for day users to be from the U.S., they are seen as less likely to be repeat visitors. It's a "once-in-a-lifetime" experience for day users. The pilots definitely think of the day users as "tourists," meaning they will probably only see them once at Talkeetna.

> I would say probably 75 percent of them it's the first time. *(Service Provider Interview ID#401)*

> Most of these people have never been here before and probably won't be back. *(Service Provider Interview ID#402)*

> On the climbers, a lot of them are return. I think probably our tourists are nearly all first time. A few, occasionally we'll get somebody that said they'd been

> through before and wanted to bring friends along to share the experience. But most of the tourists are first time. *(Service Provider Interview ID#405)*

IV.D.3. *Social Context of Visits*

Though many of the flightseeing customers come in groups of two, that's not the most typical way they travel to see the Park.

> These planes hold nine. The big ones, and one of them holds seven. So on the Navajos you'd have, you know, an average of six to nine. On the Beaver we can hold six. On the 185, five. So, but they don't always go out full. You know, you like, typically you'd have four people for a landing flight rather than six. You know, you'd have two couples. Most of the reservations that come in are for two people, so someone will call and say, ooh, we want to land on the glacier. You go, okay, and your name and how many in your party? And usually it's two. *(Service Provider Interview ID#402)*

> But people come in twos and so you find that most of the time your groups are even numbered groups. Occasionally you get single people through, but most people are traveling in couples or pairs or whatnot. *(Service Provider Interview ID#402)*

Conclusions

This report provides new knowledge on a variety of topics. In addressing the objectives established for this research, we increased our understanding of not only who the visitors are but who the pilots are that provide access to the backcountry glaciers for both day users and multi-day visitors (skiers and climbers). We also learned a great deal about the experiences day users and overnight visitors receive while in the backcountry, as well as greater understanding of the things that influence those experiences. Through this research we are also better able to understand how people respond to some specific things we expect them to encounter in the backcountry, and their reaction to some possible management actions to address human impacts there.

The air service providers out of Talkeetna often compare their job to that of a taxi driver, but they also realize they have a lot of responsibility to their customers. As good entrepreneurs, they are conscious of the need to conduct their business in a safe manner, often attracted to backcountry destinations with other people for safety reasons. They also show some awareness of the impacts of their behaviors on the visitors down below, and they consider themselves the primary source of information for many visitors, including providing information about the park itself. From the interviews with the visitors we can tell that the pilots and the aircraft they use have influence on the experiences visitor receive.

The pilots can tell you that they see people from all over the world, and for many of their customers this trip is a once in a lifetime adventure. Our survey of day users tells us that over half of them also took a tour bus into the Park on this visit, over half of them stopped at the Park Visitor Center, and about 16 percent listened to interpretive presentations in the Park. Multi-day visitors, however, reported only about three percent taking a bus tour, three percent listening to an interpretive presentation, and 18 percent stopping at the Park Visitor Center. As expected, however, most multi-day users did stop at the Talkeetna Ranger Station, where only about one-fourth of day users visited.

Pilots observed that day users tend to be from the U.S. and less likely to be repeat visitors than the multi-day users. Day user respondents to the survey were divided pretty evenly between male and female visitors, though eighty-eight percent of multi-day visitors were male. The median age of day users was 51; it was 36 for the multi-day users. A high proportion of both groups held college degrees and median incomes were in the range of $60,000-80,000 for multi-day users and $80,000-100,000 for day users. While 57 percent of the multi-day users were on their first trip to Denali, 86 percent of day users had not visited Denali previously.

A set of motivation items adapted from previous research at Denali, suggested that the multi-day users were focusing their visits first of all on climbing experiences and secondly on personal creativity during the trip. Day users were more likely to experience nature through the scenery and seeing new landscapes, feel like they were being a bit adventuresome in trying out something new (evidence of personal growth), and express their personal values by taking the flight and visiting the backcountry glaciers of the Park.

From interviews with day users, we learned that a big part of their description of their experience was about obtaining insight into the scale, or perspective at Denali and the Alaska Mountain Range. Although the pilots tended to believe that very few visitors think of the place as a National Park, some of the day users did. Those that did, focused on how it was different from other National Parks, the knowledge that it is a protected place for collective values, a place for certain kinds of activities, an opportunity to learn and to escape from human development, as well as view scenery, have access to the Park's amenities, and see wildlife. While pilots were more likely to describe the backcountry areas as wilderness, their descriptions were usually more based upon the sense of danger and isolation once they were landed. They didn't believe the visitors thought of it as wilderness. Many of the day users were in agreement with them; they were more likely to describe it as wilderness at arm's length. They could certainly recognize the lack of human development and primitive conditions one would be exposed to in this place, it was very remote from civilization, and there was solitude realized from lack of people and other evidence of civilization. Much as the pilots had suggested, the glacier landing was the highlight of the experience for many day users, though they also described the flight itself, the scenery they found, seeing Mount McKinley, and opportunities to take photographs as unique aspects of the experience on these flights.

With these aspects of a varied experience in mind, day users reported on the things that they felt influenced receipt of them. They talked a great deal about many things that are outside the influence of managers, like the weather, the flight, the expense of the flight, etc. However, they also talked about encountering other people and planes. Much as pilots describe their perceptions

of important things to day users, many of the day users do enjoy seeing climbers. It often gives them perspective on scale in this white environment, it satisfies their curiosity about this activity, and it may help them relate to this environment which they only sample up close.

Surprisingly, many of the multi-day users did consider the air flight to the glacier a unique aspect of the experience. Much as driving down a gravel road to a trailhead in some remote places, this flight provided perspective on the isolation of their climbing experience. The isolation and feelings of remoteness was enhanced by the plane flight, but the flight also created a feeling of accessibility to this isolation. The lack of encounters with people, at least with people not doing what they were doing, further gave the feeling of remoteness and isolation.

Multi-day visitors in this remote setting valued the feeling of self-reliance and it forced them to consider the adequacy of their resources, knowledge and skills. Moving away from other people brought self-reliance on rescue or dealing with emergencies home to the group. Challenge was a substantial aspect of multi-day user trips on the mountain, requiring skills that needed to be honed during the planning phase of the trip. When medical ailments or rescues became part of the trip, these became major aspects of the experience on the climb. And, always, the sense of community among the climbers was an important aspect of the experience. The sense of community was built partly upon the shared sense of challenge and remoteness, but also on the shared goal and vision of reaching the summit of Mount McKinley.

The group dynamics of climbing groups could either make or break some trips. Some negative interaction occurred between groups that influenced internal group dynamics, and even differentiation among groups between male and female roles in the group was part of the experience of the climb. There are many opportunities to learn on a Denali climb, from mountaineering to natural history. But mostly people learn about how a human deals with weather. Weather, a unique aspect of the mountain experience on Denali, was more than an influence on other aspects of the experience, it was a unique aspect of the experience itself. It seemed to be unique due to landform and latitude, the wind was very challenging, with whiteout conditions possible, and sometimes warm weather and rain would challenge the climbers as part of the uncontrollable influence on their experience. Their interaction with weather and method of access to the summit created an unusual need for patience among the climbers, something many had not trained well for. Waiting can be a humbling experience, offering a test of the climbers' mental stamina.

Of course the summit, itself, is a dimension of the experience unique to the climbers. For some it was an achieved objective, for some it was a lost opportunity. For some, the natural environment of the Denali backcountry was important in a general way. So much ice, so much snow, and the size and scale was all new to many people. Even though it was in a National Park, and most multi-day users realized that, and valued the significance of the place being protected, some didn't think of their experience as very influenced by the Park Service, particularly compared to other parks. For many, the experience was more of a mountain experience than a park experience. Similarly, multi-day users were divided on whether they felt their experience could be described as a wilderness experience. For those who did feel it was wilderness, they talked about remoteness, perceptions of wildness, and the need for self-reliance.

In an exploration of the things that influenced these experiences for multi-day users, the number of people was discussed by some people. While most knew they were following the most popular, and easiest, ascent route, they felt that numbers of people influenced their self-reliance, and others felt that the numbers of people interfered with a desire for a more wilderness-like experience. Some of those other people were inexperienced. The more experienced felt that they added an element of risk, they influenced the feelings of wildness, and they felt there was an influence on sense of community with a lot of people trying to operate beyond their skill level.

Being in a guided group or interacting with guides in other groups also affected the experiences of many. The guides influenced perceptions of wilderness, medical safety, the summit experience, the feelings of community, and perceptions of challenge and risk. They may have influenced perceptions of cleanliness of visitors, as well, through experience in dealing with human waste problems in mountain environments, although there were some human waste problems reported.

Being in a National Park was an influence on many multi-day users' experiences through the staff of the Park. Rangers were reported to be friendly and helpful, and they exerted substantial influence on maintaining a clean mountain environment. Their skills and expertise at rescue and medical tasks were largely seen as a positive influence on visits. Only when it came to permit requirements, safety precautions, and management infrastructure were visitors somewhat negative about Park staff presence.

Multi-day users did talk about overflights, but sometimes in unexpected ways. After tedious waiting for weather to change, sometimes the sound of a plane would indicate better weather and the remaining chance of a continued climb or departure from a long stay. There was potential for a negative influence on the stay by reducing feelings of isolation, but many rationalized the plane traffic as a necessary intrusion.

In the quantitative portion of the study, day users were asked to respond to questions about their tolerance for interaction with other people and planes on their visits. About 70 percent of the day users indicated an upper tolerance for the number of planes on the glacier with them, with just over half expressing an upper tolerance for the number of planes passing overhead. The sounds of aircraft taking off slightly detracted from the experiences of only 10 percent of day users, however, while the sounds of aircraft overhead detracted from seven percent. Over half indicated that they had an upper tolerance limit for the number of large flightseeing groups on the glacier. Only about 40 percent indicated that they had an upper tolerance limit for the number of climbers they saw while on the glacier, and even less (27 percent) indicated seeing climbers away from the landing area mattered to them. At the same time, less than five percent said that the amount of encounters of any kind detracted from their experience, though over twenty percent thought the number of climbers encountered improved their experiences. The level of cleanliness improved experiences for 70 percent and the flightseeing service was evaluated as positive by 90 percent of the day users.

Multi-day visitors focused even more on large groups. About two-thirds of them expressed an upper tolerance limit for the number of large groups of climbers and skiers, and almost as many gave an estimate of their upper tolerance for the number of skiers and climbers they encounter

away from the landing area, whether they are in large groups or not. Also important (for 61 percent) was the number of groups camped close to them when away from the landing area. About half said it did not matter if groups camped close to them at the landing area. The number of planes passing overhead mattered to just over half of them, and the number of flightseers and planes at the landing area had an upper tolerance limit for about forty percent of the multi-day visitors.

Multi-day visitors felt that climbing groups had a negative influence on the experience for about 29 percent of them, about the same number who felt that the number of aircraft passing overhead had a negative influence on them. About one-fifth thought the number of people camped by them, either away from the landing area or at the landing area, had a negative influence on their experience. Less than half reported having negative aspects of the experience attributable to the numbers of climbers or sightseers they saw at the base camp landing area. The air taxi services tended to have a positive influence on their experiences for 84 percent of them, 77 percent felt the members of their group improved their visit, and around two-thirds tended to evaluate interaction with management as a positive aspect of their experience.

Some good baseline information was provided by the visitors about the conditions they encountered. For instance, on the days of least air traffic, multi-day users reported that 90 percent of them saw three or fewer planes on the glacier. On the busiest day, about the same percentage recalled seeing up to 15 planes on the glacier. On the busiest day, multi-day visitors recall seeing as many as 25 planes overhead. Baseline information on perceptions of numbers of people seen by day users and multi-day users can also be useful in setting standards and establishing current conditions for monitoring.

The day users' evaluations of what they encountered can also be examined by their response to potential management changes. Very typical of responses to questions about use limits among many types of backcountry visitors, the most common response (about half of day users) is that no limit is needed now but one should be imposed in the future when use exceeds capacity. Forty-two percent, however, said they would support use limits that held use at the current level. Among overnight visitors, most supported the current 60-day registration period, with only about 13 percent opposed to it. Similarly, most respondents supported a registration fee. Twenty percent said the current $150 fee is the right amount, 16 percent said $100 would be appropriate, and 11 percent said they would support a higher fee of $200. Their response to potential for limitation nearly mirrored that of the day users for potential application of limits and for holding at the current level; however, about eleven percent supported limits below the current level. Forty-seven percent supported limiting people in general, and 42 percent supported limiting flightseer landings.

Implications

Examination of the results provide insight into the objectives of the study. If one generalizes the purpose of the study, it is an attempt to understand how to describe the experiences of day users and multi-day users while at these backcountry glaciers and determine the factors of influence on these experiences. This information is needed in order to establish management direction, set

standards and implement relevant monitoring to determine trends in conditions that affect these experiences. Drawing from both the quantitative and qualitative studies, the following insights are obtained.

Consistent with the flow of the report, let's consider Objective three first, which is, generally, to describe the experiences on the glaciers and in the airspace over these areas of the park. In the past the focus has mostly been on describing these visitors by the activity itself. The experiences for day users and multi-day users are more complex to describe. There are many definable aspects of the experiences occurring during the flights and during the recreation visits. Analysis of the qualitative interviews has provided us with an understanding of the range of these experiences that people report. Not everyone had every aspect of these experiences, but they are each common enough to be recognizable across several different visitors.

Day users generally don't see it as a typical National Park experience. While they more often recognize it as a National Park than the commercial air service providers might think they do, they realize it is certainly different from most National Parks they have visited. Day users didn't talk much in the interviews about their encounters with other people on their visit. They were more focused on the awe inspiring scale of Mt. McKinley and the other mountains and glaciers of the Park. Some of the greatest insight into how they perceived their relationship to the Park itself was provided by visitors who described it as that of "wilderness at arm's length," or "on the outside of wilderness looking in." This might be a good way of thinking about the "wilderness recreation experiences" of day users. Wilderness recreation experiences for this type of user obviously doesn't require high levels of planning, self-sufficiency or the challenges of way-finding, but they are dependent upon the wilderness character of the land. They tend not to be seeking solitude from other people so much as they are seeking a unique experience in nature. Even when they land on the glaciers, they realize they are not self-sufficient, they are not prepared to deal with the environment, and they will quickly be back in the plane and just looking into the wildland environment, not engaged in it first hand.

Day users sometimes describe the primary distinguishing wilderness attributes of Denali as lacking human influence, it is remote and isolated, it lacks wildlife, and it is mostly rock and ice. All of it is of magnificent scale. A glacier landing changes the trip, helping them grasp scale better, letting them come closer to encounters with climbers for a closer look on the inside, and they enjoy the interaction with other people in the glacier landing zone. Day users are strongly oriented toward creating memories and photographs and just seeing Mt. McKinley is a big part of the experience itself.

As mentioned previously, this experience for day users is very oriented toward an unusual perspective on scale. While most wilderness visits in the U.S., with either a backpack or a raft/canoe, involve gaining a sense of humility from hiking or paddling under self power, the humility here comes from realizing just how big this place and this mountain is. They are keeping the wilderness itself at arm's length, they are staying outside looking in. The dimensions listed above compile well into this general recreation experience and could be adopted as the "wilderness recreation experience" for day users.

Multi-day users are a little different in the way they describe their experience. They did recognize the flight as part of the experience, but not the whole experience. They were not going to remain at arm's length from the environment. They were coming prepared to engage. While solitude was not as much a part of the experience as it might be in some wild places, the feeling of isolation and confinement was often described as one imposed by the dependence upon air service for access and the harshness of the environment.

The feeling of isolation led to self-reliance and a constant perception of risk associated with the harshness of the environment and even the importance of being able to deal with medical and rescue issues that arise in this isolated situation. With so many people in such close contact in this isolated situation, a real sense of community was a very positive aspect of the visit.

For multi-day users, the community contributed to an opportunity for learning and testing mountaineering skills, outdoor ethics and the natural history of Denali. And these skills were needed to withstand the swings in weather experienced on the mountain. For day users the weather was an important influence on several outcomes, but for multi-day users the rain, wind, snow, whiteout conditions and even occasional unusually warm conditions was so different from home and even from most other places they have been, that it became a dominant part of the story they carried away with them. The dominance of weather on life on the mountain imposed the need for patience among many. Either waiting for winds to subside, air taxis, or clear weather, trying to display patience was an important coping mechanism for multi-day visitors.

Multi-day visitors were more focused on the mountain experience than the National Park experience. The lack of other types of visitors on the resource, the lack of Park personnel during the climb, and the remote, inhospitable conditions provided little focus on the values commonly attributed to National Parks in the U.S. Much as the day users suggested, they know it is a National Park, but there is not very much about it that is reminiscent of other National Parks in the U.S. Similarly, their focus on the climb, for most of the multi-day users, precludes them from thinking about it very much as wilderness. One climber described it as "bigger than wilderness." The helpless feeling of isolation when the plane leaves, the need for self-reliance to deal with heavy snow and cold, and the lack of ability to haul yourself out to safety are somehow beyond most wilderness places many of these multi-day users have visited.

The reference to the trip to climb Mt. McKinley as "bigger than wilderness" is telling. It seems people accept the numbers of people and the air traffic, even the flightseers, in the vicinity of the landing area, but are more negative about encountering people or aircraft overhead once they move toward the extended climb of a mountain peak that is the purpose of their trip. The focus is on the climbing activity for most multi-day visitors. There is the possibility of articulation of the experience more as a "mountain experience" than a wilderness experience. As one climber related, it is a mountain among mountains of the world. They plan for months to come climb the mountain, not to come visit the National Park. They are merely passing through the park to get to the mountain. All the elements of the experience described above contribute to a unique mountain experience on Mt. McKinley.

The second objective (#1) covered in the results section was aimed at identifying factors that influence these visitor experiences while on the glaciers. The things that influence experiences of

day users and multi-day users extend well beyond the typical focus on encounters with other people in the backcountry. Landing on the glacier is a significant element of the flightseeing experience, differentiating the non-landing parties very specifically from the landing parties. Other than being on the glacier, flightseeing visits were also influenced by the pilots and their planes, the weather, the expense of the flights, and seeing other people in the backcountry. Seeing other people was often a positive aspect of their trips, however. From the air or on the glacier, they liked seeing climbers, and they generally enjoyed interacting with others outside their group while on the glacier. They didn't expect solitude, and, in fact, seeing other people and planes on the glaciers added to a positive feeling of safety in an otherwise very remote location. Whether or not they saw Mt. McKinley greatly influenced their excitement about new understanding of the scale of Denali.

Multi-day users had a greater chance of evaluating encounters with others as negative, but mostly away from the glaciers and landing areas. Away from the landing area, numbers of people were likely to influence their perceptions of self-reliance, it influenced the quality of their summit experience, and their perceptions of whether it was a wilderness trip or not.

Another type of encounter they talked about was and hearing aircraft overhead. Surprisingly, some of these encounters were described in a more positive manner, suggesting that seeing and hearing aircraft could mean the possibility of good weather and good climbing conditions, or the possibility of an end to a wait for a shuttle off the mountain.

Multi-day users evaluated encounters with inexperienced climbers negatively, whether they occurred in the glacier landing area or along the route to a summit. Guided groups were also differentiated from non-guided groups, having a different, sometimes positive effect, sometimes negative, on the experience.

Multi-day users did recognize the cleanliness aspect of the Park, though when impacts were observable they had an impact on the experience of those who saw it. National Park staff generally contributed positively to the experiences of multi-day users, credited with maintaining cleanliness and very professional medical and emergency response.

The common strategy of establishing indicators that represent threats to experiences also stretches across different types of user groups. For instance, Limits of Acceptable Change social indicators in the Bob Marshall Wilderness and their standards apply equally for horseback riders and hikers, and in the Frank Church – River of No Return Wilderness they apply to both rafters and kayakers along the primary rivers and streams. In Denali, however, these two groups who frequent these backcountry glacier zones are there for really different reasons and have really different orientations toward these places. For day users, since most of the experience is away from the glacier, only a small part of the visit comes under manager control, unless the message content of the pilot can be used to accomplish an educational objective. While on the glacier, it appears that encounters are mostly positive at the current level, with the day users expressing pretty positive reaction to seeing both people and planes there, at their current level. Multi-day users were more likely to evaluate encounters with others as negative, but only after they moved away from these backcountry glacier landing areas. Even seeing aircraft overhead sometimes was a desirable indicator of good weather or the end of a long wait. Encounters with

inexperienced climbers, however, was a threat to the experiences they were seeking, and human impacts and litter were identified as potential threats. The lack of interaction with Park staff could be described as a threat. These interactions were mostly positive but not everyone had these interactions with Park staff. Mixing of guided and non-guided groups could be seen as a threat to the mountain experience, as well.

Moving to the quantitative examination of who the visitors are and how they describe their trips (Objective 2), day users come from all sizes of communities, are more likely to live in a major metropolitan area now than when growing up, and they are well educated, with about two-thirds successfully completing a four year college program or beyond. Thirty percent have complete a graduate degree. Most are on their first trip and about half said they would like to return within five years. Those that did not express intention to return cited their ages, the expense of the trip or the lack of a need to do it again.

About a third of day users didn't know where they had landed when they had landed on their flightseeing visit. Of those who did know, 68 percent landed on the Ruth Glacier. The primary purpose of their trips was to "see the sights." The strongest outcome of day visits identified was to experience nature, described by being close to nature, viewing scenery, experiencing wilderness, feeling exhilaration and taking photographs of the landscape. The second strongest outcome was related to escape, described as slowing down, disengaging and seeking solitude or isolation from society. Multi-day users were out mostly to have a climbing experience.

Multi-day users surveyed tended (87 percent) to have returned from the Kahiltna base camp. Most attempted Mt. McKinley; fifty-five percent of climbers successfully reached the peak of the mountain they were climbing. About three-fourths of climbing groups were private parties, not guided, and only about one percent were traveling solo. These visitors engaged much less in other activities and services in the park than did the day users. Basically the only opportunity for educational or informational exchange came at the Ranger Station.

Just over half of the multi-day users rated their skills at an advance level, 29 percent as intermediate, and 16 percent as expert. This is another differentiation across the two types of visitors. We didn't even ask how skilled the day users were in the flightseeing activity. Pilots and visitors alike did tell us that flying in a small airplane, however, is pretty novel for most day users. For repeat visitors, the changes they commented on the most were increased cleanliness on the mountain, some deterioration of climbing weather, increased crowding, with more plane noise and sightseers, more air traffic generally, increased numbers of people generally, more females in climbing groups, and more flightseeing.

Nearly two-thirds of the multi-day users said they would return within five years. The only reasons they wouldn't were because of the expense and time it takes, the lack of need to do something again, and crowding along the climbing route. Those that intend to return would do it to reach unattained goals, see the beauty again, reinforce their attraction to the area, and engage with a focus on climbing activities.

Day users most likely agreed with rationing of use if it is to protect wildlife. They felt Alaska's wilderness is important to protect and expressed moderate support for rationing use to protect the

natural quiet of Alaska. Their lives were not organized around wilderness and they did not visit wilderness often. Multi-day uses, on the other hand, did often visit wilderness, and wilderness was a big part of who they are. Multi-day users support for rationing tended to be higher. About half of both groups felt that no limits should be imposed now, but should be in the future when overuse occurs. However, almost as many would support use limits now to hold it at the current level.

These findings further help to differentiate the two primary groups of people converging on these backcountry landing sites. While in many wilderness places, as suggested earlier, indicators and standards are universal enough to assume they have relevance to multiple types of users, in this case these two sets of experiences and motivations suggest the potential for indicators, standards and monitoring protocol for two separate sets of management direction. While the visitors are all in the same place, they are there for different lengths of time, one to experience the mountain, the other to keep it at arm's length, and they have identifiably different outcomes and influences on those outcomes.

For day users, the types of encounters with the greatest positive influence on their experiences (Objective 4) were seeing other airplanes on the glacier, seeing climbers away from the landing area, and interacting with climbers at the landing area. The most negative influences on their experiences were seeing large groups of flightseers, though it was only negative for just over five percent of the day users. It was hard to find much that influenced their experiences negatively.

Multi-day users, on the other hand, reported the greatest positive influence on their experiences to be the number of people camped nearby (or lack of) when they were not at a landing zone, sounds of aircraft overhead, and presence NPS rangers, though all of these were reported as positive by a fairly low number of people, usually less than 15 percent of respondents. The most negative influence (detracted from experience) reported by multi-day users was large groups of climbers, camped nearby, when they were not at the landing zone, and numbers of climbers away from landing zone. Social conditions in the vicinity of the landing area did not seem to have very much impact on their trip experiences.

Of possible influences on their experiences, day users were most likely to say they had an upper tolerance limit for the number of planes on the glacier, followed by the number of airplanes passing overhead, and the number of large flightseeing groups on the glacier. Only five percent, however indicated that the amount of any of the types of encounters they had detracted from their experience, while a little over 20 percent felt that the number of climbers encountered improved their experiences. Sounds of airplanes taking off and overhead detracted from the experiences of 10 percent or less of the day users, and the flightseeing services were evaluated positively by 90 percent of respondents. Twenty-two percent evaluated interaction with park staff as a positive influence.

Twenty-five percent of day users said none of the seven types of encounters we asked about mattered to them. For the people who provided an estimate of what they saw, there was an average of 2.6 planes on the glacier during their visits, 2.8 seen overhead, 15.9 climbers seen away from the landing area, 9.4 flightseers encountered who were not in their group, 8.8 climbers seen at the landing area, and three large groups. This description of current conditions

could be used as a baseline for comparing future monitoring results. At these current levels, visitors do not seem to be overly negative, but the 42 percent of visitors who support limits to hold use levels to current conditions could be even more convinced of the need for limits if they would experience increased traffic or numbers of people. It is unclear what it would take for the nearly half of the population who would support use limits if overuse would occur to move into support for use limits, but it is assumed that some proportion of them would move that way with increased user numbers.

Multi-day users were most likely to say they had an upper tolerance limit for the number of climbers and skiers in large groups at the landing area. For 33 percent it did not matter. Also about a third of the respondents said the number of climbers and skiers, away from the landing area did not matter. For 57 percent, weather conditions detracted from their experience, and about half said the sound of airplanes overhead detracted. There seemed to be more focus on numbers of people and other encounters away from the landing area than at the landing area itself.

The majority, 82 percent of multi-day uses felt that the number of planes landing on the glacier had no effect on their experience. The average number of aircraft on the glacier on the busiest days was 13 for those who felt the number detracted. There were seven for those who indicated the number had no effect, and four on the busiest day for those who said the number improved their experience.

The sounds of aircraft had a greater effect than seeing them. About one-third said the sounds affected their experiences, though 63 percent said they had no effect. The 32 percent who felt sounds detracted saw an average of 10 aircraft on the glacier on the busiest day, and those who said the sounds of aircraft created no effect saw an average of six.

The greatest positive impact on quality of trip for day users was the flight service, the weather, perceptions of safety and risk, and cleanliness. For multi day users, the flight service, the members of their group, the Park Service check in/out process and cleanliness were indicated to be the most influential positive factors studied. The most negative influences for day users were the weather and planes landing and taking off, but both were very low at well under 20 percent. For multi-day users, the weather, sounds of airplanes overhead, others taking risks, human impacts and conditions of route were the most negative influences on experiences.

Day users reported mostly seeing two or fewer airplanes on the glacier, though 27 percent saw no other aircraft, and 54 percent saw one or two other planes (Objective five). The average number of planes seen was 1.5, with the average tolerated 2.6. About one-fourth saw as many or more than they would tolerate, and for 27 percent the number didn't matter. Most respondents also saw two or fewer planes overhead while on the glacier, 47 percent saw no aircraft, 32 percent saw one. The average number seen overhead was 1.3, while the average tolerance was 3.3. Across seven types of encounters, more than half of day users said the number didn't matter to them, or they did not respond to the question by providing an estimate of how many they saw or how many they would tolerate.

On slow days, 90 percent of multi-day users saw three or fewer planes on the glacier, and on the busiest day 90 percent saw up to 15. The average was 0.9 on slowest days and 7.3 on the busiest days. On the slowest days, 90 percent saw up to three planes overhead, while on the busiest day 90 percent saw up to 25 planes. The number of others (multi-day users) at the landing area, averaged 25 on slowest day, and 61.5 on busiest day, but 12 percent saw no others on their slowest days. About two-thirds evaluated the number they saw as about what they expected, and 77 percent felt the number had no effect on their experience. Eighty-two percent said the number of aircraft on the glacier had no effect and 69 percent said the number passing overhead had no effect.

Day users generally agreed with the idea of rationing use at some popular wilderness areas in Alaska (Objective six) to protect the environment (over 70 percent support), about 60 percent supported rationing to protect opportunities to be alone, away from crowds, nearly 90 percent supported rationing to protect wildlife populations, and about 80 percent supported rationing to protect natural quiet. In comparison, multi-day users were slightly more supportive of limits on use at some popular wilderness areas in Alaska, with nearly 80 percent supporting rationing to protect the environment, 70 percent to protect opportunities to be alone, away from crowds, 89 percent to protect wildlife populations, and about 80 percent supported rationing to protect natural quiet. Multi-day users expressed strong support for multi-day permits and 60-day advance registration, while only 50 percent supported some kind of limit on the number of people. Their strongest opposition was on a limit on air taxi landings (60 percent), limits on the number of people (35 percent) and limiting flightseer landings (35 percent).

The immediate application value of this research is to support Park planning staff in describing potential management direction through specification of important aspects of visitor experiences to protect and identifying specific indicators for establishing standards and monitoring. Additionally, however, these data will provide valuable insight into some general and some specific science questions about wilderness and backcountry visitor management. The following priority research topics are likely to be addressed with these data and additional analyses.

- Understanding the role of interpersonal encounters in describing visitor experiences among climbers at Denali National Park & Preserve
- Contrasting motivations and outcomes for climbers and flightseers at Denali National Park & Preserve
- Identifying factors of influence on visitor experiences at high use areas in remote portions of Denali National Park & Preserve
- Defining flightseeing experiences at Denali National Park & Preserve: wilderness at arm's length
- Contrasting tolerance for change with desired conditions in establishing management direction in wilderness and backcountry visitor management

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Appendix A: Interview Guide for Day Use and Multi-day Use Visitors Who Landed on the Study Glacier

RESPONDENT # AND DATE (RECORD ON TAPE)

Note: Only read prompts with arrow if necessary, but look for these types of responses

Introductory Questions:

1. Have you been to Denali National Park and Preserve before? How many times?

2. Are you an Alaska resident? Where are you from? Where do you live?

Trip Characteristics:

3. What was the primary purpose of the trip you just completed?

McKinley/glacier sightseeing
Climbing/mountaineering
Glacier skiing
Other

4. Which glacier did you land on when you flew in?

Ruth Amphitheater
Kahiltna Base Camp
Pika Glacier
Buckskin Glacier
Eldridge Glacier

5. Were you a member of a guided group on this trip? What type?

- Commercial
- Educational

6. How many people were in your group on this trip?

FLIGHTSEERS ONLY:

- ✓ How many people were on your flight?
- ✓ How did you feel about the number of people on your flight?
- ✓ How did you feel about your interaction with the people on your flight?
- ✓ How did you feel about your interaction with the pilot?

Nature of Experiences:

7. Can you describe the trip you just completed (from time you got in the aircraft until you got back)?

- How many nights were you out?
- Where did you go?
- What did you see? Wildlife? Mountains?

8. Was there anything in particular that affected your enjoyment of this backcountry trip, positive/negative?

- How about other people/aircraft?

9. What was the best part of your trip to the Denali backcountry? What was the worst part?

10. Overall, how much did you enjoy your Denali backcountry trip?

11. Which parts of the experience will be most memorable?

12. What was this trip like compared to other mountaineering/skiing/flightseeing trips you have been on?

Orientations Toward the Resource/Setting:

13. How would you describe the area of the Denali backcountry that you visited on this trip to a friend who is thinking about visiting?

- ✓ What do you value about the area?
- ✓ Would you describe it as a national park?
- ✓ Would you describe it as wilderness?
- ✓ Why would you describe it this way? What features make it a national park, wilderness, etc.?
- ✓ Is there anything you noticed that makes it different from other parks or wilderness areas (other natural places you have visited, other places in Alaska)?
- ✓ Are there other places you think you could receive a similar experience? If yes, why do you think this other place could provide a similar experience?

Appendix B: Interview Guide for Flightseers Who Didn't Land (on the glaciers)

RESPONDENT # AND DATE (RECORD ON TAPE)

Note: Only read prompts with arrow if necessary, but look for these types of responses

Introductory Questions:

1. Have you been to Denali National Park and Preserve before? How many times?
2. Are you an Alaska resident? Where are you from? Where do you live?

Trip Characteristics:

3. Describe where you flew on this flightseeing tour.
4. How many people were on your flight?

- ✓ How did you feel about the number of people on your flight?
- ✓ How did you feel about your interaction with the people on your flight?
- ✓ How did you feel about your interaction with the pilot?

5. Can you describe the tour you just completed (from time you got in the aircraft until you got back)?

- ➢ What did you see? Wildlife? Mountains?

6. Was there anything in particular that affected your enjoyment of the flight, positive/negative?
7. What was the best part of your flight over the Denali backcountry? What was the worst part?
8. Overall, how much did you enjoy your flightseeing tour of the Denali backcountry?
9. What was this flight like compared to other flightseeing tours you have been on?

Orientations Toward the Resource/Setting:

11. How would you describe your flightseeing tour of the Denali backcountry to a friend who is thinking about visiting?

- ✓ What did you value about the tour?
- ✓ Would you describe it as a national park experience?
- ✓ Would you describe it as a wilderness experience?
- ✓ Why would you describe it this way? What features make it a national park or wilderness experience, etc.?
- ✓ Is there anything you noticed that makes it different from other parks or wilderness areas (other natural places you have visited, other places in Alaska)?
- ✓ Are there other places you think you could receive a similar experience? If yes, why do you think this other place could provide a similar experience?

Appendix C: Interview Guide for Commercial Service Providers

RESPONDENT # AND DATE (RECORD ON TAPE)

Note: Only read prompts with arrow if necessary, but look for these types of responses

Introductory Questions:

1. Tell me about your flight service business? Years in business? Number of employees? Areas you serve besides the Park?

Trip Characteristics:

2. Who are your customers? Are they guided? Where are they from? Do they have previous experience in Denali?

3. How many people are typically on your flights? Air taxi numbers? Flightseer numbers?

4. Do you prefer large (about 12 passenger) or small aircraft (about four – 6) for your operations? Why?

Nature of the Experience:

5. In your opinion, what affects your clients' enjoyment of flightseeing trips, positive/negative?

6. In your opinion, what affects your clients' enjoyment of air taxi trips, positive/negative?

7. What do clients tend to talk about most when returning from a flightseeing/airtaxi trip?

- ✓ Which parts of the experience seem to be most important overall?

Orientations Toward the Resource/Setting:

6. How would you describe a flightseeing tour of the Denali backcountry to a potential client who is thinking about visiting?

- ✓ What types of information are clients looking for?
- ✓ What do you think clients value about the tour?
- ✓ Would you describe it as a national park experience?
- ✓ Would you describe it as a wilderness experience?
- ✓ Why would you describe it this way? What features make it a national park or wilderness experience etc.?
- ✓ Is there anything you believe makes it different from other parks or wilderness areas (other natural places you have visited, other places in Alaska)?
- ✓ Are there other places you think someone could receive a similar experience? If yes, why do you think this other place could provide a similar experience?

Appendix D: Day Use Questionnaire

Denali

Mt McKinley and Wonder Lake photo by Ansel Adams

Recreation Visitor Survey

2004 Season Single Day Flight-Seeing

Aldo Leopold Wilderness Research Institute
P.O. Box 8089
Missoula, Montana 59807

Thank you for taking the time to complete this survey. Please answer every question to ensure the accuracy and value of the study results. Participation in this study is voluntary and you may be assured that your answers will remain anonymous. It is important that the person who was sent this survey give the answers to these questions.

Your fly-in visit to Denali:

Q1. Where did you land on your backcountry flight-seeing tour? *Check all that apply.*

- ☐ Ruth Amphitheater
- ☐ Kahiltna Base Camp
- ☐ Other (specify) _____
- ☐ Don't remember / don't know

Q2. What was the purpose of your backcountry flight-seeing tour? *Circle one number.*

1. To view the sights
2. To scout a climbing route
3. Other (specify) _____

Q3. What other activities did you do, or places did you visit **in Denali National Park and Preserve** while you were on this same visit? *Check all that apply.*

- ☐ Backpack
- ☐ Day hike
- ☐ Stay at park campground
- ☐ Take park bus tour
- ☐ Other (specify) _____
- ☐ Attend park interpretive program
- ☐ Climbing / ski mountaineering
- ☐ Stop at Denali NP Visitor Center
- ☐ Stop at Talkeetna Ranger Station

Q4. If you do not live in Alaska, what other activities did you do, and in what places did you do them on **this trip to Alaska**? *Continue on back if needed.*

Activity	Location

Q5. How would you rate the enjoyment of the Denali flight-seeing activity compared to other activities you did in Denali National Park and Preserve and in Alaska while on this trip? *Circle one scale number in each column.*

	Denali	Alaska
• Best part of visit	2	2
• More enjoyable than most activities	1	1
• About average	0	0
• Less enjoyable than most activities	-1	-1
• Worst part of visit	-2	-2

Your experience on a Denali glacier:

Q6. The following items ask about your experience and tolerance for encounters on the glaciers in the Denali Backcountry. *Enter a number in column (1) for what you saw, and in column (2) for what you would tolerate before the quality of your visit becomes compromised or unacceptably changed. Place an X in (1) if you can't estimate the number you saw. Place an X in (2) if the number doesn't matter to you.*

	(1) Number you saw on your visit *(X=can't estimate)*	(2) Number you would tolerate per visit *(X=doesn't matter)*
a. Flight-seers not in your group	_____	_____
b. Multi-day users at glacier landing area	_____	_____
c. Multi-day users away from the landing area	_____	_____
d. Large groups (> 6) climbers or skiers	_____	_____
e. Large groups (> 6 people) flight-seers	_____	_____
f. Airplanes on the glacier	_____	_____
g. Aircraft passing overhead	_____	_____

Q7. The following questions ask about things you may have encountered during your backcountry flight-seeing visit to the Denali glaciers. *Circle one scale response for each item in columns **(1)** and **(2).***

	(1) Was the amount you encountered:				**(2) Did the amount you encountered:**		
	Less than you expected	About what you expected	More than you expected	Did not know what to expect	Detract from your experience	Have no effect on experience	Improve your experience
a. Flight-seers not in your group	−	=	+	0	−	0	+
b. Multi-day users at glacier landing area	−	=	+	0	−	0	+
c. Multi-day users away from the landing area	−	=	+	0	−	0	+
d. Large groups (> 6) climbers or skiers	−	=	+	0	−	0	+
e. Large groups (> 6 people) flight-seers	−	=	+	0	−	0	+
f. Airplanes on the glacier	−	=	+	0	−	0	+
g. Aircraft passing overhead	−	=	+	0	−	0	+
h. National Park Service backcountry rangers	−	=	+	0	−	0	+

Q8. How did the following **influence the overall quality** of your Denali glacier visit? *Circle one scale number or NI for each statement that best represents the influence on your visit.*

	Greatly detracted from visit	Slightly detracted from visit	Slightly improved visit	Greatly improved visit	No influence on visit
Sounds from airplanes landing and taking off	-2	-1	1	2	NI
Sounds from airplanes overhead	-2	-1	1	2	NI
The flight-seeing service you used	-2	-1	1	2	NI
Interaction with management (e.g. rangers on the glacier)	-2	-1	1	2	NI
Members of your group	-2	-1	1	2	NI
Weather conditions	-2	-1	1	2	NI
The level of safety and risk that you felt	-2	-1	1	2	NI
Level of cleanliness (trash, toilet paper, human waste)	-2	-1	1	2	NI

Q9. Each person experiences many things while visiting the Denali backcountry. Below is a list of possible outcomes for a trip like the one you took. Please indicate how satisfied you were with your **opportunity to achieve** each of these outcomes. Choose NI if the item was not important to your experience. *Circle one scale number or* NI *for each item.*

	Very Dissatisfied	Slightly Dissatisfied	Slightly Satisfied	Very Satisfied	Not Important
To experience excitement	-2	-1	1	2	NI
To experience the sounds of nature	-2	-1	1	2	NI
To gain a sense of self-confidence	-2	-1	1	2	NI
To be creative	-2	-1	1	2	NI
To use your mind	-2	-1	1	2	NI
To be with friends	-2	-1	1	2	NI
To gain recognition	-2	-1	1	2	NI

Q9. *continued*…. how satisfied were you with your **opportunity to ach**ieve each of these outcomes?

	Very Dissatisfied	Slightly Dissatisfied	Slightly Satisfied	Very Satisfied	Not Important
To tell others about the trip	-2	-1	1	2	NI
To meet new people	-2	-1	1	2	NI
To experience solitude	-2	-1	1	2	NI
To disengage from normal life	-2	-1	1	2	NI
To slow your mind down	-2	-1	1	2	NI
To express personal values	-2	-1	1	2	NI
To get away from authority	-2	-1	1	2	NI
For self-expression	-2	-1	1	2	NI
To feel exhilaration	-2	-1	1	2	NI
To gain a sense of accomplishment	-2	-1	1	2	NI
For photography	-2	-1	1	2	NI
To experience wilderness	-2	-1	1	2	NI
To view scenery	-2	-1	1	2	NI
To be close to nature	-2	-1	1	2	NI
To see the highest peak in N. America	-2	-1	1	2	NI
To do something with family	-2	-1	1	2	NI
To bring family closer together	-2	-1	1	2	NI
To experience new things	-2	-1	1	2	NI
To study nature	-2	-1	1	2	NI
To explore the area	-2	-1	1	2	NI
To be with others who enjoy the same things you do	-2	-1	1	2	NI
To show others you can do it	-2	-1	1	2	NI

Your opinions about management of Denali:

Q10. Do you feel that a limit is needed on the number of use in the Denali Backcountry area that you flew to on this recreation visit? Your own opportunity to visit this area may be reduced in the future if a limit is set. *Circle one number. If you choose 3 please explain.*

1. Yes, a limit is needed now to **lower** the current level of use.
2. Yes, a limit is needed now to **hold use** at about the current level.
3. No limit is needed now, but should be **imposed if overuse** occurs.

   ➔What do you feel would make it seem overused? _____

   _____

4. No, there should **never** be a limit on amount of use in the area.

Q11. What rules and regulations would you add, drop, or change to improve the quality of a Denali backcountry visit like this one? *Explain briefly and give your reason, continue on back of questionnaire if needed.*

Q12. Other than changes to regulations, how could the Denali backcountry area that you visited be managed differently to improve your recreation experience? *Explain briefly and give your reason, continue on back if needed.*

Your opinions about wilderness in general:

Q13. Please tell us how much you agree or disagree with each of the following statements. These statements focus on wilderness in general, not just federally designated "Wilderness Areas." *Circle one scale number for each statement that best represents your opinion.*

	Strongly disagree	Disagree	Neutral or no opinion	Agree	Strongly agree
I benefit more from visiting or viewing wilderness than other recreation places.	-2	-1	0	1	2
I find that a lot of my life is organized around wilderness use.	-2	-1	0	1	2
One of the major reasons I now live where I do is that it has opportunities for visiting or viewing wilderness.	-2	-1	0	1	2
I feel like wilderness is a part of me.	-2	-1	0	1	2
I seldom take time to visit wilderness places.	-2	-1	0	1	2
I do not think the wilderness character of Alaska is important to protect.	-2	-1	0	1	2
The opportunity to visit or see wilderness would be important to my decision to visit Alaska in the future.	-2	-1	0	1	2
Use of some more popular wilderness areas in Alaska should be rationed (by issuing a limited number of permits or some other way) if needed to…					
protect the natural environment.	-2	-1	0	1	2
protect opportunities for visitors to be alone, away from crowds.	-2	-1	0	1	2
protect natural animal populations.	-2	-1	0	1	2
protect natural quiet, away from motor noise.	-2	-1	0	1	2

Your personal characteristics:

Q14. How many times have you gone on a flight-seeing visit to the Denali backcountry (including this trip)?

_____ trips

→ *If this is your first time flight-seeing in the Denali backcountry Skip to Q16.*

Q15. If this was NOT your first visit to this backcountry destination, did you notice any changes in conditions since the first time you went there?

1. No
2. Yes → How have conditions changed? _____

_____

Q16. Do you think you will take a similar flight-seeing visit to a Denali glacier within the next five years? *Circle one number and provide an explanation.*

1. No
2. Yes

→ Please indicate why or why not: _____

_____

Q17. What was your age on your last birthday?

_____ *Years*

Q18. Are you: (*Circle one number)*

1. Female 2. Male

Q19. In what type of community did you mostly **grow up** in before age 18, and in what type of community do you **now live**? *Circle one number in each column that best represents your past and current residences.*

	Childhood Residence	Current Residence
• On an agricultural farm or ranch	1	1
• Rural nonagricultural	2	2
• Small town or village (under 1,000)	3	3
• Town, large village (1,000 to 5,000 population)	4	4
• Small city (5,000 to 50,000 people)	5	5
• Medium city (50,000 to one million population)	6	6
• Major city or metropolitan area (over one million)	7	7

Q20. What is the highest level of education you have attained? *Circle one number that best represents your education.*

1. Less than a high school diploma
2. High school graduate or GED
3. Trade or professional school
4. Some college
5. Four-year college degree *(BS, BA, etc.)*
6. Some graduate school
7. Graduate degree *(MS, PhD, MD, JD, etc.)*
   (*specify*) _____

Q21. What was your annual household income in the year 2003, before taxes? *Circle one number that best represents your income.*

1. Less than $20,000
2. $20,000 to $39,999
3. $40,000 to $59,999
4. $60,000 to $79,999
5. $80,000 to $99,999
6. $100,000 to $119,999
7. $120,000 to $139,999
8. $140,000 to $159,999
9. $160,000 to $179,999
10. $180,000 to $199,999
11. $200,000 or more

Q22. How many people were supported by this household income in the year 2003?

_____ *People*

☐ Check this box if you would like to receive a copy of the results of this study.

THANK YOU VERY MUCH FOR PARTICPATING!

Please use the remaining space on the back to make any further comments.

Public reporting burden for this collection of information is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Department of Agriculture, Clearance Officer, OIRM, Room 404-W, Washington, DC 20250; and to the Office of Management and Budget, Paperwork Reduction Project (OMB #0596-0108), Washington, DC 20503.

Appendix E: Multi-Day Use Questionnaire

Denali

Mt McKinley and Wonder Lake photo by Ansel Adams

Recreation Visitor Survey

2004 Season Fly-in Multi-day Use

Aldo Leopold Wilderness Research Institute
P.O. Box 8089
Missoula, Montana 59807

Thank you for taking the time to complete this survey. Please answer every question to ensure the accuracy and value of the study results. Participation in this study is voluntary and your answers will remain anonymous. It is important that the person who was sent this survey give the answers to these questions.

Your fly-in visit to Denali:

Q1. Where did you land on your backcountry flight? *Circle one number.*

1. Ruth Amphitheater
2. Kahiltna Base Camp
3. Other (specify) _____
4. Don't remember / don't know

Q2. What was the purpose of your backcountry air taxi flight on this visit? *Circle one number.*

4. Skiing touring
5. Mountaineering or climbing trip
6. Other (*specify*) _____

Q3. If you were on a mountaineering / climbing trip, what mountain did you climb, did you summit, and did you complete your desired route?

Mountain: _____

Summit? (*circle one*) 1. Yes 2. No

Desired route? (*circle one*) 1. Yes 2. No →

If not desired route, why not? _____

_____

Q4. What type of group were you a member of on this climbing/skiing visit? *Circle one number.*

1. Guided
2. Private
3. Solo

Q5. What other activities did you do, or places did you visit **in Denali National Park and Preserve** while you were on this same trip? *Check all that apply.*

- ☐ Backpack
- ☐ Day hike
- ☐ Stay at park campground
- ☐ Take park bus tour
- ☐ Other (specify) _____
- ☐ Attend park interpretive program
- ☐ Flight-seeing
- ☐ Stop at Denali NP Visitor Center
- ☐ Stop at Talkeetna Ranger Station

Q6. If you do not live in Alaska, what other activities did you do, and in what places did you do them on **this trip to Alaska**? *Continue on back if needed.*

Activity	**Location**

Your experience in the Denali backcountry:

Q7. The following items ask about your daily encounters on this visit and your tolerance for encounters in the Denali Backcountry. *Enter a number in column: (1) for what you saw on the slowest day, (2) for what you saw on the busiest day, and (3) for what you would tolerate before the quality of your visit becomes compromised or unacceptably changed. Place an X in (1) and/or (2) if you can't estimate the number you saw. Place an X in (3) if the number doesn't matter to you.*

	(1) Least you saw per day	(2) Most you saw per day	(3) Number you would tolerate per day
	(X=can't estimate)		*(X=doesn't matter)*
a. Multi-day users at landing area	_____	_____	_____
b. Flight-seeing visitors at landing area	_____	_____	_____
c. Multi-day users away from landing area	_____	_____	_____
d. Large groups (> 6) climbers or skiers	_____	_____	_____
e. Large groups (> 6 people) flight-seers	_____	_____	_____
f. Airplanes on the glacier	_____	_____	_____
g. Other groups camped within sight or sound of your camp:			
At the landing area	_____	_____	_____
Away from the landing area	_____	_____	_____
h. Aircraft passing overhead	_____	_____	_____

Q8. The following questions ask about things you may have encountered during your backcountry recreation visit. *Circle one scale response each in columns **(1)** and **(2)**.*

	(1) Was the amount you encountered:				**(2) Did the amount you encountered:**		
	Less than you expected	About what you expected	More than you expected	Did not know what to expect	Detract from your experience	Have no effect on experience	Improve your experience
a. Multi-day users at landing area	−	=	+	0	−	0	+
b. Flight-seeing visitors at landing area	−	=	+	0	−	0	+
c. Multi-day users away from the landing area	−	=	+	0	−	0	+
d. Large groups (> 6) climbers or skiers	−	=	+	0	−	0	+
e. Large groups (> 6 people) flight-seers	−	=	+	0	−	0	+
f. Airplanes on the glacier	−	=	+	0	−	0	+
g. Other groups camped within sight or sound of your camp:							
At the landing area	−	=	+	0	−	0	+
Away from the landing area	−	=	+	0	−	0	+
h. Aircraft passing overhead	−	=	+	0	−	0	+
i. National Park Service backcountry rangers	−	=	+	0	−	0	+

Q9. How did the following **influence the overall quality** of your Denali backcountry recreation visit? *Circle one scale number or NI for each statement that best represents the influence on your visit.*

	Greatly detracted from visit	Slightly detracted from visit	Slightly improved visit	Greatly improved visit	No influence on visit
Weather conditions	-2	-1	1	2	NI
Condition of climbing route	-2	-1	1	2	NI
The air taxi service you used	-2	-1	1	2	NI
Condition of campsites	-2	-1	1	2	NI
Sounds from airplanes overhead	-2	-1	1	2	NI
Sounds of airplanes landing and taking off	-2	-1	1	2	NI
Current rules and regulations	-2	-1	1	2	NI
Interaction with management (e.g. rangers on the route)	-2	-1	1	2	NI
Check-in and check-out at the ranger station	-2	-1	1	2	NI
Members of your group	-2	-1	1	2	NI
Use of technology by other groups (e.g. satellite phones, radios)	-2	-1	1	2	NI
Use of technology by your group (e.g. satellite phones, radios)	-2	-1	1	2	NI
Other climbers' safety practices and risk taking	-2	-1	1	2	NI
The level of safety and risk that you felt	-2	-1	1	2	NI
Level of cleanliness (trash, toilet paper, human waste)	-2	-1	1	2	NI
Amount of evidence of human use – tracks, camps, wands, fixed lines	-2	-1	1	2	NI
Presence of the National Park Service high-mountain rescue program	-2	-1	1	2	NI

Q10. Each person experiences many things while visiting the Denali backcountry. Below is a list of possible recreation outcomes. Please indicate how satisfied you were with your **opportunity to achieve** each of these outcomes during your Denali backcountry visit. Choose NI if the item was not important on this visit. *Circle one response for each item.*

	Very Dissatisfied	Slightly Dissatisfied	Slightly Satisfied	Very Satisfied	Not Important
To experience excitement	-2	-1	1	2	NI
To experience sounds of nature	-2	-1	1	2	NI
To lead other people	-2	-1	1	2	NI
To be creative	-2	-1	1	2	NI
To use your mind	-2	-1	1	2	NI
To be with friends	-2	-1	1	2	NI
To gain recognition	-2	-1	1	2	NI
To show others you can do it	-2	-1	1	2	NI
To experience solitude	-2	-1	1	2	NI
To disengage from normal life	-2	-1	1	2	NI
To slow your mind down	-2	-1	1	2	NI
To express personal values	-2	-1	1	2	NI
To get away from authority	-2	-1	1	2	NI
For self-expression	-2	-1	1	2	NI
To feel exhilaration	-2	-1	1	2	NI
To gain a sense of accomplishment	-2	-1	1	2	NI
For photography	-2	-1	1	2	NI
To view scenery	-2	-1	1	2	NI
To be close to nature	-2	-1	1	2	NI

Q10. *continued*…. how satisfied were you with your **opportunity to achieve** each of these outcomes?

	Very Dissatisfied	Slightly Dissatisfied	Slightly Satisfied	Very Satisfied	Not Important
To see the highest peak in N. America	-2	-1	1	2	NI
To do something with family	-2	-1	1	2	NI
To bring family closer together	-2	-1	1	2	NI
To help others	-2	-1	1	2	NI
To be part of a team	-2	-1	1	2	NI
To engage in competition	-2	-1	1	2	NI
To follow a specific route	-2	-1	1	2	NI
To develop climbing abilities	-2	-1	1	2	NI
To be free to make decisions	-2	-1	1	2	NI
To gain control over self	-2	-1	1	2	NI
To practice climbing skills	-2	-1	1	2	NI
To study nature	-2	-1	1	2	NI
To test your abilities	-2	-1	1	2	NI
To summit a specific peak	-2	-1	1	2	NI
To test route finding skills	-2	-1	1	2	NI
To gain a sense of self-confidence	-2	-1	1	2	NI
To climb highest peak in N. America	-2	-1	1	2	NI
To experience wilderness	-2	-1	1	2	NI
To test your endurance	-2	-1	1	2	NI
To think for yourself	-2	-1	1	2	NI
To experience new things	-2	-1	1	2	NI

Your opinions about management of Denali:

Q11. Do you feel that a limit is needed on the amount of use in the Denali backcountry area that you went to on this recreation visit? Your own opportunity to visit this area may be reduced in the future if a limit is set. *Circle one number, and if you choose 3 please explain.*

5. Yes, a limit is needed now to **lower** the current level of use.
6. Yes, a limit is needed now to **hold use** at about the current level.
7. No limit is needed now, but should be **imposed if overuse** occurs.

→ What do you feel would make it seem overused? _____

_____

8. No, there should **never** be a limit on the amount of use in the area.

Q12.Tell us how you feel about the following management options. Some of these options would reduce the use at a particular place or time, which could limit your own ability to go there in the future. *Circle one scale number for each statement that best represents your level of support or opposition.*

	Strongly oppose	Oppose	Neutral or no opinion	Support	Strongly support
Set a limit on the number of air taxi landings to drop off or pick up climbers on the glacier that you flew to.	-2	-1	0	1	2
Set a limit on the number of flight-seeing landings on the glacier that you flew to.	-2	-1	0	1	2
Set a limit on the number of people that can access the area that you flew to on this visit.	-2	-1	0	1	2
Continue to require a 60-day advanced registration for a permit to climb Mount McKinley and Mount Foraker.	-2	-1	0	1	2
Continue to charge a fee for a permit to climb Mount McKinley and Mount Foraker.	-2	-1	0	1	2

→ If you support a fee, what would be an appropriate price? $_____

Q13. What rules and regulations would you add, drop, or change to improve the quality of a Denali backcountry visit like this one? *Explain briefly and give your reason, continue on back of questionnaire if needed.*

Q14. Other than changes to regulations, how could the Denali backcountry area that you visited be managed differently to improve your recreation experience? *Explain briefly and give your reason, continue on back if needed.*

Your opinions about wilderness in general:

Q15. Please tell us how much you agree or disagree with each of the following statements. These statements focus on wilderness in general, not just federally designated "Wilderness Areas." *Circle one scale number for each statement that best represents your opinion.*

	Strongly disagree	Disagree	Neutral or no opinion	Agree	Strongly agree
I benefit more from visiting or viewing wilderness than other recreation places.	-2	-1	0	1	2
I find that a lot of my life is organized around wilderness use.	-2	-1	0	1	2
One of the major reasons I now live where I do is that it has opportunities for visiting or viewing wilderness.	-2	-1	0	1	2
I feel like wilderness is a part of me.	-2	-1	0	1	2
I seldom take time to visit wilderness places.	-2	-1	0	1	2
I do not think the wilderness character of Alaska is important to protect.	-2	-1	0	1	2

Q15. *continued*…. your opinions about wilderness in general

	Strongly disagree	Disagree	Neutral or no opinion	Agree	Strongly agree
Use of some more popular wilderness areas in Alaska should be rationed (by issuing a limited number of permits or some other way) if needed to…					
protect the natural environment.	-2	-1	0	1	2
protect opportunities for visitors to be alone, away from crowds.	-2	-1	0	1	2
protect natural animal populations.	-2	-1	0	1	2
protect natural quiet, away from motor noise.	-2	-1	0	1	2

Your personal characteristics:

Q16. How many times have you gone on this type of trip to the Denali backcountry (including this trip)?

_____ trips

→ *If this is your first time flying into the Denali backcountry Skip to Q18.*

Q17. If this was NOT your first visit to this backcountry destination, did you notice any changes in conditions since the first time you went there?

1. No
2. Yes → How have conditions changed? _____

_____

Q18. Do you think you will take a similar fly-in climbing or skiing trip to Denali within the next five years? *Circle one number and provide an explanation.*

1. No
2. Yes

→ Please indicate why or why not: _____

_____

Q19. How would you rate your outdoor skills related to this type of recreation trip? *Circle one number in each column that best represents your skill level.*

	Climbing	Skiing
• Beginner	1	1
• Novice	2	2
• Intermediate	3	3
• Advanced	4	4
• Expert	5	5

Q20. What was your age on your last birthday?

_____ *Years*

Q21. Are you: (*Circle one)*

2. Female 2. Male

Q22. What is the highest level of education you have attained? *Circle one number that best represents your education.*

8. Less than a high school diploma
9. High school graduate or GED
10. Trade or professional school
11. Some college
12. Four-year college degree *(BS, BA, etc.)*
13. Some graduate school
14. Graduate degree *(MS, PhD, MD, JD, etc.)*
(*specify*) _____

Q23. What was your annual household income in the year 2003, before taxes? *Circle one number that best represents your income.*

7. Less than $20,000
8. $20,000 to $39,999
9. $40,000 to $59,999
10. $60,000 to $79,999
11. $80,000 to $99,999
12. $100,000 to $119,999
7. $120,000 to $139,999
8. $140,000 to $159,999
9. $160,000 to $179,999
10. $180,000 to $199,999
11. $200,000 or more

Q24. How many people were supported by this household income in the year 2003?

_____ *People*

☐ Check this box if you would like to receive a copy of the results of this study.

THANK YOU VERY MUCH FOR PARTICPATING!

Please use the space on the back to make any further comments.

Public reporting burden for this collection of information is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Department of Agriculture, Clearance Officer, OIRM, Room 404-W, Washington, DC 20250; and to the Office of Management and Budget, Paperwork Reduction Project (OMB #0596-0108), Washington, DC 20503.

Appendix F: Additional Quotes from Qualitative Findings – Day Users

This appendix includes interview excerpts about aspects of day user experiences and influences on those experiences that are not listed in the body of the report

Aspects of the Day User Experiences (Objective Three):

General Experience

R1: I'd say it's a must do as far as putting on their list of things to do. The statistics say that only a third of the people to actually see it, so you'd want to ensure that you can get the chance to see it. So it's everything that people would say it is. The beauty on the approach, the beauty up close, and then the chance to actually be on the glacier is something that they should do. *(Day User Interview ID#206)*

R1: Well, this one we went that way up to the mountain and landed on the glacier and flew back. So whatever we saw there, we saw all the different mountaintops and, of course, Mount McKinley or Denali and all the other ones. And we flew in and around them. Saw the glaciers. It was a pretty fantastic trip. *(Day User Interview ID#218)*

I: *So can you describe to me your trip?* **R2:** Great… **I:** *What you saw?* **R1:** Just great. I mean, you saw so much that you really couldn't concentrate. Like I said, I was so busy watching I forgot to take pictures at first. *(Day User Interview ID#304)*

Perspective and Scale

I: *What was the best part of your trip out there in the backcountry?* **R1:** I think it was just seeing, I've seen glaciers from the ground before, I think it was seeing the glaciers from the air and the mountains that close, being that close to the mountains and flying, you know, like some of them we were flying above some of the smaller mountains, and when, and it was interesting, at one point in time when we went by this one mountain, and it drops quite a ways into like a gorge, and when the pilot said that from the tiptop of that mountain peak down to the gorge is, is actually farther down than the Grand Canyon, it really kind of put it into perspective just how large these mountains are and how deep the gorges are, and we're just a little plane, you know, flying along, so kind of put it into some kind of perspective, like we were up there with the giants… I mean we were looking down on glaciers, you know, we didn't have that same experience being up by the Brooks Range. We were at the base of the Brooks Range, and some of the higher of the Brooks, we were like at the base of the foothills of the Brooks Range, so we didn't get up high into the mountains, but to know that we were so high that we couldn't really go any higher in the plane without having oxygen, it makes you think, "Wow, I'm pretty high above sea level here." *(Day User Interview ID#201)*

I: *Okay. What would you say was the best part of your flight?* **R1:** The best part of the flight? **I:** *Uh-huh.* **R1:** Flying over the Sawtooth, sections of mountains and then just seeing a whole new

expanse of glacier systems and valleys open up to you, and just the size. Just getting a sense of the size that you're dealing with. *(Day User Interview ID#203)*

Yeah. But just the scenery is just so amazing. The scale of things is, you know, we have hills and mountains back home, but the scale of the mountains in Alaska is just amazing… Just to be able to get right into the mountains, which you would never be able to do unless you were going on an expedition or something like that. That to get in close and see them close up and fly by some of these amazing sights, just amazing. Yeah… Oh, this area is I would say much more dramatic. A different landscape, of course. Being on the north side, mainly looking, the landscape is still superb, but a different landscape, a softer landscape and the fact that I could go through it by bus, obviously, means that there's, the terrain is not quite as difficult as we'd be climbing in the mountains. So a different experience. Yeah. *(Day User Interview ID#204)*

R1: It was amazing. What was really amazing is the amount of space that was like, he said that the thing that looks like it was like that shed was eight miles away when you're in that basin. And the idea that when we were at 7,000 feet and it looked like we were right next to the top, he's like, this mountain soars three miles higher, vertical miles higher than where we are right now. That was just amazing to see the grandeur. *(Day User Interview ID#207)*

R1: For me the best of it was actually being able to fly in amongst the mountains, as in you're flying down a glacial valley and they are just like, you are below the level [inaudible] and that to me was the best of it because normally when you're flying you're flying over the top of something [inaudible]. This time you're in it looking sideways. *(Day User Interview ID#208)*

R1: Well, when we first took off we were flying higher because he wanted to get us to the mountain, he said. And so it was really pretty because we were on kind of the level with the mountains. And he banked a bit so both sides of the plane could see. I don't know if he was zigzagging or what he was doing. But then it was really cool, as he was circling the mountain ... Anyway, when we were going around the mountain it was really cool because we got really close. It was really pretty amazing to be that close to the mountain and to be up so close. And then the landing on the glacier was pretty crazy. **I:** *What would you say was the best part of the trip?* **R1:** Being close to the mountain, just being up close and personal with the mountain. I think that was probably the best part. *(Day User Interview ID#211)*

I: *So what was it like seeing Mount McKinley?* **R:** Up close? **I:** *Yeah*. **R:** It's outstanding. I don't know. You feel pretty small when you're at the base of it, you know. **I:** *Yeah*. **R:** You've still got another 15,000 feet to go and it looks like you're right on top of it. So yeah… **R:** I'd tell them to do it. It's great. Get views that you normally don't get and you get to see parts of Alaska that you can't see from the road. Wildlife, there's a chance to see it. We didn't see any but I know you probably could. And you get a new perspective on Alaska from the air. *(Day User Interview ID#213)*

They should definitely take it if the weather is good because you can see the whole mountain close by. From far you don't know what the mountain is like. You can just see the outline. But when you go near you can see all the crevasses and all the glaciers and all the formations by the

ice and the [inaudible] and what it leaves behind, all the little lakes and the glacier and all, so it's very interesting. *(Day User Interview ID#214)*

R1: Well, we've seen all this from the highway so many times. L**:** I mean, yeah. B**:** But, you know, [inaudible] fly over it and see it from the air. **I:** Yeah. **R2:** Uh-huh. **R1:** See different, you don't see anything, you know, very little from the highway. **R2:** Oh yeah. It's nice. We'll do it again… And you get up close and personal with it, you know. I mean, the postcards don't do it any justice at all. Getting up there and seeing it yourself and just, you know, being on a flightseeing tour sells(does?) it. *(Day User Interview ID#216)*

R1: Good, good. It was just well worth it. It was so neat to, just the scenic views and very close to the mountains, going around real close… **R2:** Sometimes you just feel like, oh boy, we're not going to run into that mountain, but boy, we're pretty close to it. *(Day User Interview ID#217)*

I: *And what was the best part of the flight over the backcountry?* **R:** I think some of the glaciers. Seeing, just so magnificent. I mean, the magnificence of it all. And the size, it's unbelievable. We could have kept going for hours and hours and hours. **I:** *Have you seen glaciers before?* **R:** Yeah, but not from that angle. *(Day User Interview ID#302)*

R1: I would say that they should do that because you can see an awful lot from the land or from the ground level, but by getting up above you get a better perspective of, of course, the terrain, the glaciers, and the mountains which you don't see. You can see them, but you don't appreciate once you get up inside the mountain range just what's in there. **I:** *How would you contrast it to your experience in the other part of the park yesterday?* **R1:** Well, it was different in that yesterday we were able to, and the day before, we were able to see the wildlife at ground level and the terrain at ground level. But then this gave us an, from the viewpoint of above and able to look down, as I say, inside the mountain range, to be able to see the glaciers that are in there and how they're moving. *(Day User Interview ID#303)*

R2: My thing is I didn't realize there were so many different peaks you're flying in to lead up to McKinley and stuff. So everybody thinks McKinley, but there's so much more to see besides that. And it was pretty cool because you're flying in and out of everything, so it just wasn't a fly, that's what I thought a lot of it was going to be, just kind of flying over stuff. **R1:** You can't say, well that was the nicest part, that was the nicest part. Every one was. **R2:** I actually thought the zipping through the stuff was [inaudible]. **R1:** Yeah, in between those, the mountains there. I mean, you had to look up on both sides and that's where the rocks were, on both sides of you. It was good. **I:** *Would you describe it as a national park experience?* **R1:** Oh yeah. **I:** *The flightseeing?* **R1:** Oh yeah, very nice. You can't really say enough about it. It's something somebody has to do to really enjoy, to know what it is. **I:** How come you would describe it as a national park experience? **R1:** I've had very good luck at all the national parks throughout the lower 48 and up here. It is really nice. **R2:** You get to see the vastness of it. **R1:** Yeah. **R2:** You're so limited on either driving through it or ... **R1:** Right. **R2:** It's just ... **R1:** I mean, from up there you're looking down at hundreds of miles expanses of it and it's awesome. *(Day User Interview ID#304)*

Man: I think that one of the neat things was flying between the mountains, like you were going through a valley with cliffs on both sides and just kind of weaving in and out and through the mountains. **I:** *So what was the best part of the trip?* **Man**: I just think once you got into the high mountain range, just the clear day and the climb between the mountains, the cliffs, just the time we spent in there was all just, seemed perfect to us…. We would encourage someone to do it because you can't get close to the mountain range. You can't get there unless you happen to be a climber or a wilderness person. That's, you know, very small number. And to be able to get that close and be, you know, someone that's just an average hiker then the experience is like no other, really. To get that close and get into that mountain range where, like I said, only a few could get into. So I would encourage anyone that came to do it. *(Day User Interview ID#305)*

I: *What would you say was the best part of your trip?* **R:** I guess just being up that high looking down at all the glaciers and the mountain and all. We've been here for a couple of days and haven't been able to see the mountain so I guess the excitement leading up to actually seeing it, because we were here and couldn't see it with a cloud deck. And it all just finally just all came together… Kind of awe inspiring. Just kind of awesome, I guess, is the best way to describe it. And then when you get up to it and look back at the distances where you looked before you really understand just how big and awesome the mountain really is. I mean, it's something to see it from a distance. When you're up close to it and looking back at the distance where you just were it's like, wow… **I:** *How did the flight in this part of the park compare or contrast to your tour of the other part of the park?* **R:** They each do justice, I guess, for the park. The upper end and the entrance where you go in is nice that you actually, you know, can go in and get out, sense what the park is. And this end of it is you actually get the vastness of the park when you fly over it, some of the beauty that you just can't see on the ground. Just takes over. Both are good. I would suggest doing both of them. *(Day User Interview ID#308)*

I: *What would you say was the best part?* **R:** Um, I don't know. It was all good. I think just being that close to it and getting the perspective. That was the best part. *(Day User Interview ID#309)*

R2: I mean, you can see the mountains from a distance. They're just mountains. But close up it's wonderful. **R1:** Different story. *(Day User Interview ID#312)*

I was just amazed that, you know, he was saying, you know, how high McKinley was of where we were because we flew over the other mountain next to it and he says, yeah, they're 10,000 feet above us. I said, wow, 10,000 feet? You just lose total perspective when you're up there. I mean, it just, it doesn't look like it's that much higher. And, you know, and then flying down through the gorge even, you know, he said it's a mile wide. I says, mile wide? It looks like I should be able to shoot a deer on the other side with a .3030, but not with a mile. Uh-uh. Hundred and fifty yards is about max for that gun… So, but that was totally secondary to actually getting up close and almost touching the mountain. You know, the depth of the snow was phenomenal, I mean. And he said that it snows up there year round. So it's a lot of snow. *(Day User Interview ID#313)*

R2: I was surprised how we got so close and in between the mountains and all. I mean, it was really, it was exciting and I'd recommend it to anybody. It was really fabulous. *(Day User Interview ID#314)*

R: Well, you need to get up close to really see the mountain and to know what's there. You know, it's deceiving when you look at it. You don't realize what all is there and in that mountain range. **I:** *Uh-huh.* **R:** So, you know, if you want to see it in depth that's the way to go. **I:** *Would you describe it as a national park experience?* **R:** Oh yes, yeah. **I:** *How come?* **R:** Well, it would be for a national one because most other parks don't provide that type of a thing, you know, they don't have a, but then they don't have Mount McKinley either, you know. So, but it would be, you know ... *(Day User Interview ID#315)*

National Park Experience

I: *Would you describe it as a national park experience?* **R1:** Being able to get inside the park and seeing it up close and personal [inaudible] yes. **R2:** Yes. **R1:** It's probably [inaudible] the real park I guess. Yeah. Along with the bus tour into the park, seeing the other animals [inaudible] the geology, seeing the natural forces at work is, that is, as far as I can see is the park. That's what's created it and that is the best example you can get is seeing it, being… *(Day User Interview ID#208)*

I: *Would you describe it as a national park experience?* **R1:** Yeah. I took some pictures of the landscape as we were coming back from the mountains and you can see the fields and the swampy areas and the lakes and stuff. That seemed more national parkish to me than the mountains. And that was pretty too. *(Day User Interview ID#210)*

I: *Would you describe it as a national park experience?* **R2:** Yeah. Well, I don't know. A national park experience? No. I think it would be, I think it's more of an Alaska experience, you know. Just ... **R1:** National park is more, to me is on the ground, hiking a trail, you know, where they've got handrails, where you can go here and you can't go there, you can do this, you can't do that. In an airplane you do pretty much anything you want to do. **R2:** Yeah, you know, it's just not restricted. B**:** As long as it's not dangerous. **R2:** Right. **R1:** You can go anywhere you want to go. **R2:** You know, when we landed, I mean, we had our ... **R1:** You can only land in certain places. **R2:** You know, he said just stick around this one area, you know, and don't take off from this area. **R1:** You [inaudible] land uphill and take off downhill. **R2:** Yeah, so it was just more personal, you know. *(Day User Interview ID#216)*

R1: And I guess I see it as parks as more the wildlife, the trees, you know, as opposed to the glacier. I don't think of that as parks, you know, but definitely in the national park region. *(Day User Interview ID#217)*

I: *Would you describe it as a national park experience?* **R2:** I don't know about that. I'd describe it as just a phenomenal experience. But, I mean, national park? I guess, yeah, okay, it's a national park. And we've got to go see this national park. **I:** *Yeah*. **R2:** But as an experience it's just phenomenal. *(Day User Interview ID#304)*

I: *Would you describe it as a national park experience?* **R1:** Yeah, I guess, yeah, that would be appropriate. Yeah. **I:** *How come?* **R1:** Because it is. Because it doesn't feel commercial. You know, it felt pretty protected and not just like, I know people have to make a living doing this. But you can hear a sense of pride and, you know, history and stuff in the pilot who's enjoying sharing the countryside. *(Day User Interview ID#306)*

I: *Good. Would you describe it as a national park experience?* **R:** Yes, I would. We were at Yellowstone a few years back. And, yeah, I would say it was a national park, Denali definitely is completely different than Yellowstone. But, I mean, with the people and all, but yes, it was a national park experience… It's just, when you're in the air you can, you know, basically see, even if you look at the maps of the mountains or whatever, you finally get a feeling of what it really is like. And I guess you get a sense of the glaciers and everything, where the average person's never going to get. And probably that's a good thing that they don't. But, I mean, I think it's great that the climbers can go do that and, but, I mean, the average person does not have three weeks to try to climb or to get out across those things, and that's where you get a sense of what is out there, the beauty that is out there without really harming the environment. I guess as low impact as you can get. **I:** *Uh-huh*. **R:** And I think that also makes you well aware of the national park system and probably wants you to fight a little harder to keep it going. I know they could use some help. *(Day User Interview ID#308)*

I: *Would you describe it as a national park experience?* **R2:** Yeah. Well, it is a national park. Uh-huh. **R1:** But while I was up there I never considered it to be a national park.
R2: No. **R1:** It's part of the country. **R2:** Yeah. **R1:** Heard a lot about Mount McKinley all my life. Finally got a chance to see it. *(Day User Interview ID#314)*

National Park – Unique Opportunity:

R1:…but knowing that this is the tallest one in the whole North America, and I don't think they have the same services over by Mount Everest, you know, they certainly don't have all the glaciers I don't think, so it's kind of unique to this area, I think, or a unique experience. *(Day User Interview ID#201)*

I: *So what you think makes it different from other national parks or wilderness areas you're familiar with?* **R1:** Well, the national parks I know of it's just really for hiking and camping, fishing. You don't necessarily fly around to get an aerial view of it and you certainly don't land on a glacier like that. That's very unique, different… Well, the fact that Mount McKinley is the tallest mountain on this continent, it does make it very unique, obviously. *(Day User Interview ID#211)*

I: *Would you describe it as a national park experience?* **R:** Yes. I believe it would. **I:** *How come?* **R:** Because you don't see this anywhere in the world. You don't see this anywhere. It's a really, really one-time experience. If somebody wants do it they should do it if the weather is good and they have a chance, an opportunity, they should do this flight. *(Day User Interview ID#214)*

I: *Would you describe it as a national park experience?* **R1:** Yes, yes, I would. **R2:** Absolutely. Probably one of the better ones, because we've been to a lot of national parks and you don't think of it in terms of getting a flight up over mountains and things like that. *(Day User Interview ID#303)*

I: *Is there anything else in particular that you think makes it different from other national parks or wilderness areas?* **R1:** It's a long way from home. **R2:** And when I think of national parks I think more on the ground. Camping and things like that more than the mountains. Yeah. *(Day User Interview ID#314)*

National Park – Protected Place:

I: *Would you describe it as a national park experience?* **R1:** Yeah, yes, yeah. I mean, who knows what this place would look like if it weren't owned by the U.S. government and as a national park? Sure. *(Day User Interview ID#203)*

I: *Would you describe it as a national park experience?* **R:** Well, I was, inasmuch as the preservation efforts of the national park keep everything pristine, I suppose. But I was never really conscious that I was in a national park, except in retrospect. Everything was very unspoiled, which I appreciated. *(Day User Interview ID#311)*

National Park – Activity Space:

I: *Would you describe it as a national park experience?* **R:** As a national park experience? I think it's better than that. **I:** How so? **R:** National park experiences are, they still have phenomenal, you know, views of, breathtaking views, but being able to fly over mountains, I don't think it compares to that, especially, you know, being that close to Mount McKinley, the height. It's more exciting the higher you go I think… We were there. Yeah, we were there yesterday looking over wildlife, hearing stories from some guy about his camping adventures. **I:** *How would you contrast that area of the park to this area?* **R:** How would I contrast it? **I:** *Or compare. Compare, contrast.* **R:** Um, well, there's a lot more wildlife to see, although that could vary on a given day. There was a lot more wildlife in the Denali Park experience. I mean, we got off the bus. We got some lessons on native … Native American tribes culture. I guess for me it was more enjoyable because it was at a lower, at somewhat of a lower elevation than the flying, but scenery-wise the plane, the Denali or Mount McKinley experience overtakes it. *(Day User Interview ID#307)*

Wilderness Experience

R1: And an experience like this? No, I don't think so. Not like this. **I:** *How come?* **R1:** It's just so big. It's just, I mean, Alaska is the last frontier and six million acres of wilderness. I think there's six million up in the Adirondacks back where we are, but it ain't wilderness. I mean,

there are parts of it that are remote. **R2:** I mean, this park is the size of Massachusetts, which is the state we're from, so we can relate to how big the park is. **R1:** Yeah. **R2:** Just like Massachusetts. That's vast. *(Day User Interview ID#203)*

R1: Why it was a wilderness. Yeah, it was. So wilderness is you hardly see any wildlife as well, which is hardly surprising, given the altitude that we were flying at. They were saying that on the way out we did see a black bear. Saw a bald headed eagle that was flying and some swans and everything else. But it was certainly wilderness. *(Day User Interview ID#208)*

I: *Would you describe it as a wilderness experience?* **R1:** For me, personally? No. **I:** *How come?* **R1:** For me, personally, wilderness, I'd be on my four wheeler going out where there hasn't been anybody or there isn't anybody else out there. **R2:** I agree. Yeah. *(Day User Interview ID#216)*

I: *Would you describe it as a wilderness experience?* **R1:** Yeah. **I:** *How come?* **R1:** Because it's wilderness out there. I mean, I'm glad we didn't crash or anything and have to get out. You know, but, no, it was, I would. I'm a city dweller so that was wilderness to me. *(Day User Interview ID#306)*

I: *Would you describe it as a wilderness experience?* **R:** No. It was really wilderness at arm's length. We were in a plane detached from it. It was very vivid, but I really didn't feel like I was a part of a wilderness. No. *(Day User Interview ID#311)*

I: *Would you describe it as a wilderness experience?* **R1:** Yeah. I wouldn't have thought of it that way 'cause I think of a wilderness experience as being sort of where you're out there by yourself and this is kind of too, it's more high tech to be out there in an airplane. But I guess, I mean, from a visual perspective it definitely is wilderness experience. **R2:** Yeah. It would depend on how you define a wilderness experience. If you define it as experiencing a wilderness area, yeah, you're having an experience of a wilderness area. But if by wilderness experience you mean that you are part of the wilderness, you're backpacking or something like that, no, not in that sense. *(Day User Interview ID#316)*

Wilderness – Uncivilized, Primitive:

R: I would probably describe how big it was and just how undisturbed, which was amazing. You go for a walk and you'd just be by yourself in the middle of nowhere, which was pretty special and amazing in a place this size and sort of how developed America is, that you can still go and be at one with nature by yourself… **I:** *What did you value about the area?* **R:** Just that it was sort of undeveloped, which is great and the wilderness. **I:** *So you would describe it as the wilderness?* **R:** Definitely. *(Day User Interview ID#202)*

I: *Why would you describe it as wilderness?* **R1:** As wilderness? **I:** *Yeah*. **R1:** Well, by definition I think wilderness is certainly devoid of mankind. There's no presence, or the presence of human life is confined, you know, to a dot here and a dot here that'll get pointed out to you. But the rest is just, I mean, it's owned by nature. It's not owned by, owned or controlled by anything but nature working its course. That's wilderness. *(Day User Interview ID#203)*

R: Why would I call it wilderness? **I:** *Yeah, that area.* **R:** Um, because it's so unspoiled and so untouched, and that's a good thing. Good thing for Alaska and good thing for America. Good thing for the world, I suppose. [Inaudible] are, wildernesses have to be quite difficult to get into I think. And I think if you make it easy to get into wilderness does it make it any less a wilderness? Yeah, well, I think it would. Yeah. As soon as you get a road in and you can get four-wheel drive vehicles, then you get the RVs coming in. Yeah, and that would spoil it. *(Day User Interview ID#204)*

I: *What features make it wilderness?* **R1:** As you're flying out there you see a couple little houses with like trails running to them, but once you get past that there's nothing besides wilderness and there's no roads, nothing that leads out there. It's just kind of like untouched land that you don't see very often down in the contiguous 48 states. Everything's populated or something's done to it. But it's kind of different to see something that's never been, people have never been there. It's kind of different. *(Day User Interview ID#205)*

I: *Would you describe it as a wilderness experience then?* **R2:** Yeah. **R1:** Yes, definitely. That's definitely more what you think of because no one's there. No one's been there. There's only a few footprints in the snow and you've been there. *(Day User Interview ID#207)*

R2:…when we were in Denali people would get off and go into the brush, into the bush or whatever you want to call it for weeks at a time. That would be a wilderness experience, to live in the wild. You know, whereas this, I mean, you're in a modern plane and, you know, you have headphones. And when we went on the bus it was the same. I mean, we were on a modern convenience and stopped and there were rest areas and, you know, so, I mean, to me a wilderness experience would be to get dropped off someplace and not see another human for ... *(Day User Interview ID#212)*

R2: Yeah, I would say it was a wilderness experience, just because it's, I mean, it's relatively untouched by man. There's just, I mean, there's not a lot of, what do I want to say? Expansion. I mean, it's just the way it was probably, you know, 1,000 years ago. So I don't feel like it was over commercialized or anything like that. So yeah, I would say it was definitely still a park experience. Yeah. I thought it was just the way it was, yeah a thousand years ago. *(Day User Interview ID#217)*

I: *Would you describe it as more of a wilderness experience?* **R2:** I don't know. **R1:** Well, it is wilderness, I mean it's totally uninhabited, and I'd say yes. I'd say yes. **I:** *How come?* **R1:** Because it is uninhabited, and it's pure one hundred percent nature. *(Day User Interview ID#301)*

R1: Because, why is it a wilderness experience? Well, because it is wild. It's not like going to the Grand Canyon now where it's commercial, there are people all over the place. People have access, very easily have access to the terrain. This is wilderness. You couldn't turn these people loose in that and expect them to survive very long. *(Day User Interview ID#303)*

I: *Would you describe it as a wilderness experience?* **R1:** Yeah. Because there's absolutely, really, there's nothing out there. I mean, there's no human habitat out there. It's just the wildness of it. And I wouldn't want to be out there by myself. *(Day User Interview ID#304)*

I: *So what do you think is unique about this place?* **Woman:** The wilderness area. Most parks are parks and this is a wilderness area. So it's different. **Man:** It's still more or less not touched by man. **Woman:** Right. **Man:** That's why it's a wilderness. That's why, the way it is and that's the way it should stay. *(Day User Interview ID#305)*

I: *What features do you think makes it wilderness?* **R:** Well just there is nothing there but what is natural. The rock, the snow, you know, so it's wilderness. *(Day User Interview ID#313)*

Wilderness – Remoteness:

I: *Would you describe it as a wilderness experience?* **R:** Not quite. Not, for the same reason, because it's so accessible that you don't quite get that feeling that you're out in the remotes because you're in a plane and you come back the same day, the same hour. **I:** *A couple hours.* **R:** Yeah, a couple of hours. **I:** *Is there anything else in particular that you think makes that Mount McKinley area different from other parks or wilderness areas?* **R:** I don't really know if there is, just, it seems more remote, absolutely. There's a lot less habitation anywhere around than in a lot of other places, like in the lower 48. So yes, that way, absolutely. *(Day User Interview ID#215)*

Man: Very remote. We saw a few houses, occasionally. It's like what you would expect a wilderness to be. Yeah. Very sparse. *(Day User Interview ID#305)*

I: Would you describe it as a wilderness experience? **R1:** Oh yeah, definitely. **R2:** The park itself, wilderness. **R1:** Yeah. Most definitely. **I:** How come? **R2:** Because there's nothing [inaudible]. **R1:** It's too far away from everything. **R2:** Actually, we knew what we were getting into so that's okay. **R1:** Yeah, we're not complaining. **R2:** I didn't expect big cities. *(Day User Interview ID#312)*

Wilderness – Solitude:

R1: I consider wilderness backcountry without much contact. *(Day User Interview ID#206)*

I: *Did you see any other planes while you were out there?* **R2:** Just one. Yeah, one landed just right after we, a little while after we got there and then we took off when it got there. **I:** *How was that?* **R2:** Good, it was good. It was neat. It's kind of nice, we had our own little private party up there, you know. **I:** *Yeah*. **R2:** Before [inaudible] got there. And then they did when we left, so it was cool. **I:** Were there other people up on the glacier besides them? **R2:** Uh-uh. **R1:** No. **I:** *Wow*. **R2:** That was it. **I:** *You were having a private day.* **R2:** We were. *(Day User Interview ID#216)*

Wilderness – Activity:

I: *Would you describe it as a wilderness experience?* **R1:** No. You can see the wilderness, obviously. And you can see the backcountry and you can, but we weren't in any wilderness setting except when we landed on the glacier. And, you know, I landed in my shorts and t-shirt. So, that isn't really what I consider a wilderness experience. I believe a wilderness experience is something where you have to backpack to get in and you have to take some food and you have to take some shelter and clothing and so on and so forth. This is, I don't know how long it was, 45 minutes, an hour experience. We saw a lot of wilderness, but I don't classify this as a wilderness experience as such. I used to go backpacking in Sequoia King's Canyon National Park. Oh, gosh, 50 years ago. Gosh, that dates me, don't it? That's more of a wilderness experience than anything we did today. *(Day User Interview ID#218)*

Wilderness – Wildlife:

R1: No. I can't really say that it was a wilderness experience. But it was something I would recommend to other people. **I:** *Why would you say it wasn't a wilderness experience?* **R1:** Well, like I said, I relate to bears, deer, elk, things running around in the woods over here. If I saw a bear I'd say, hey, that's fantastic. Up there there's no bear. There's no deer. There's no elk. There's no moose. *(Day User Interview ID#212)*

Glacier Landing

I: *How about when you were at the glacier? Tell me about that.* **R:** Well, it was at base camp, so it was so bright, it was like really, really bright and blinding, and it was funny walking on the snow, and it was just interesting seeing the different people there and all their stuff and their tents and just people that live up there and sort of work there and just the climbers… **I:** *Yeah. What was the best part of your trip in the backcountry?* **R:** The landing. **I:** *How come?* **R:** Just because you actually get to walk around and after seeing how big everything is, and then you get to land there, and you're up so high, and it's just so bright and amazing… **I:** *Which part of the experience will be most memorable for you?* **R:** Probably the landing at the base camp just because it was interesting, and it's not something that everyone does, sort of like you can fly in a big airplane when you're flying to and from places, but actually landing on a glacier is something different. *(Day User Interview ID#202)*

The most exciting was actually landing on the glacier because I wasn't sure what was, quite was going to happen there. And landing uphill was exciting. Sliding about was good fun… I don't know whether I was expecting the glacier to be solid, but it was, obviously it was very soft and slid around a bit. Wasn't quite sure how he was going to stop, actually, but I guess you just reverses the propeller and that's what makes him stop. You have no brakes or anything. Well, maybe you do have brakes. I don't know. I never looked that closely. But it was good. Yeah. *(Day User Interview ID#204)*

R1: Probably when we landed on the glacier was one of the best parts. And then you can get out and actually look around and see everything. *(Day User Interview ID#205)*

I: *What would you say was the best part of your trip?* **R2:** I think landing on the glacier has to be. All the views were amazing, but actually landing and standing on the glacier…just…ever anticipate doing. What did you do today? Oh, I stood on a glacier. So that was, for me, I think. And, I mean, the views were just, you can't describe... *(Day User Interview ID#208)*

R: The best part, I think the landing up there on the glacier. That was really, really, really nice, and taking off. That was beautiful. **I:** *Yeah, what did that glacier landing add to your trip?* **R:** Add to the trip? I don't know. Made me kind of feel better when we landed. Not better, but, I don't know, being right up there in the mountains. I thought it would be cold and windy and snowy and whatever and we got out and it was just, oh, it was like summertime up there. Yeah, that really surprised me. I thought it would be cold. *(Day User Interview ID#209)*

R1: Best part, there were so many. Just the views, the scenery. I don't think it was the glacier landing like a lot of people do. If I had to do it again I wouldn't pay for that. **I:** *How come?* **R1:** The view's better from up in the air. I don't know. You're just in kind of a big snow field. I don't know. I liked it better up in the air. It was prettier. *(Day User Interview ID#210)*

I: *What was the best part of the flight?* **R1:** All of it. **R2:** Well, landing on the glacier I think. **R1:** Yeah. **R2:** You just feel so small. You see other planes and you think, well, that's how small we look. I mean, it's so huge up there. It's really, I mean, I've never been anyplace like that in my life, and I've lived quite a few years. *(Day User Interview ID#212)*

I: *What would you say was the best part of your flight [inaudible] tour?* **R:** The landing on the glacier, getting out and stretching my legs, walking around on the snow. It was pretty neat. *(Day User Interview ID#213)*

I: *How was that, seeing the camp?* **R:** It was pretty neat. And also the glacier landing itself, just to see how, where we land and the fact that the plane goes uphill when we land and then ski back downhill and take off. That was pretty neat. **I:** *Yeah, how was it to be out on the glacier?* **R:** Different from what I'd expected. I was expecting it to be icy and blue, so there was a lot of snow, which obviously made the landing easier and safer, but a little bit different from what I'd expected. The really cool part was the view, the mountains, once you're in there in the middle of all the mountains, probably(?). *(Day User Interview ID#215)*

I: *How did you decide to do the glacier landing?* **R2:** Well, I just didn't think it'd be worth going up there if you couldn't land on it, you know. I mean, it'd be nice. We could fly around all over Alaska, you know, but if you're going to go fly up there you might as well land on the glacier, too, and enjoy it and take pictures and have more memories. **I:** And are you glad you did? **R2:** Oh yeah. **R1:** Oh, you bet. **I:** *Do you think it added to the flight?* **R2:** Uh-huh. **R1:** Uh-huh. Definitely. **R2:** Definitely. **I:** *What did it add?* **R2:** I don't know. Just, I don't know how to explain that, you know. It was more personal than it was just over and back, you know. You have something you could say you actually ... **R1:** Did. **R2:** Did. You know, you got out and, I mean, we've been on glaciers before. We've hiked up to them, you know. But to say we flew into this

one and here's, you know, pictures from the air and that's where we were at and stuff, you know, it's just not everybody gets to do that. We're just lucky. *(Day User Interview ID#216)*

I: *What would you say was the best part of your flight?* **R:** I think landing on the glacier was pretty good. The scenery is, of course, spectacular. But landing on the glacier is an experience, you know, most people don't get, and so I really appreciated that. **I:** *Yeah, tell me a little bit about that, landing on the glacier.* **R:** Just coming in, making a broad sweep and a nice landing, go over some crevasses and a few blue spots and a few of a little of this, little of that. Set it right down. It was pretty nice. *(Day User Interview ID#218)*

I: *And how come you decided not to do a glacier landing?* **R1:** Didn't think it was necessary. **R2:** And we've been on a glacier before. **R1:** Yeah. **R2:** Yeah, so, yeah, that's all. Just been there before. *(Day User Interview ID#314)*

Focus on the Flightseeing Activity

R2: Because we were in Alieska(?) earlier this week and some people did it out of there and I venture to say that we had a much better tour. A shorter flight getting there, more in and out and the whole glacier landing and all that. I think we got the better deal. *(Day User Interview ID#206)*

R1: I think it adds, okay, the idea, you've been on something with wheels. You've never been on something with skis when it lands. And that was what I had experienced when I'd gone before was a lake landing, and I knew that it was, it's just a cool experience to know that you're landing on those skis and that, you know, or like what he was doing was he was facing the mountain and you land uphill and then you turn around and take off downhill. *(Day User Interview ID#207)*

I: *Would you describe it as a national park experience?* **R1:** To me what we did yesterday, or day before yesterday, was more of a national park where you go in, you see the animals, we went on the whitewater, and we used to camp quite a bit, camping and what have you. I don't know if I'd count this as part of a national park experience, but… **R2:** It's like you said, it's entirely different. **R1:** It's just totally different, I think. **R2:** The trip in the park was fine, but this is entirely different. You fly over the park, this is, I can't climb, but this is the best thing to climbing the mountain I could do. *(Day User Interview ID#301)*

R: I've done that a couple times on the trip already with a helicopter and I guess a sea plane or whatever they call those things. So, I mean, it wasn't like I'd seen it for the first time, but it was still an eye opener. It always is. But to a lesser effect every time you do it. **I:** *Uh-huh. Are there other places you think you could receive a similar experience to what you had here?* **R:** The only two places I could think of would be the Alps and maybe the Himalayas, just similar tours of different mountains… **R:** Otherwise I don't think you could find all that much as breathtaking or find it all that as much, find it as breathtaking. I mean, there are a lot of other things that are very good. But there's just something about mountain tours that tops them, gives it the edge. *(Day User Interview ID#307)*

R: This was probably the best one I've ever been on. **I:** *How come?* **R:** Just the scenery, you know, being able to what we did and, like I said, the pilot did a super job. She was excellent. Really was excellent. *(Day User Interview ID#308)*

And we had a different situation. [Inaudible] have the three kids, but I also have my in-laws here so we were looking for something to do that wasn't a rafting trip or something that all of us could do together, so. *(Day User Interview ID#309)*

R: Of the flight. For me it's nothing new. I have so many flights, so it's just another one. It's a scenic flight. The scenery was best. Yeah… **I:** *How does this compare to those flights, other flights you've taken?* **R:** Compared to the other ones, the other ones were more safaris and you saw the animals, elephants, lions, over Victoria Falls, you know, and this one is a mountain, ice, and snow. That's the difference. *(Day User Interview ID#310)*

Scenery

We went over a lot of tundra and trees and a lot of streams. I think it was filled with silt that was coming down off the glaciers and then we went right up into the mountains and that was, it's kind of delusional because you think the mountains are close and the pilot's turning around, you know, and you think he's not going to make it but he does and the only time that it was really kind of scary was when he was going right over one of the peaks when he was going on the back side of Mount McKinley and we had a lot of turbulence there and that was kind of scary. It was for me. But that was beautiful. He tipped the plane so that we could take pictures all the way around. It was gorgeous. Yeah, and it was a beautiful day. It was just beautiful up there. There was one little cloud on top of Mount McKinley. It's beautiful. *(Day User Interview ID#209)*

I: *So can you describe to me your flight?* **R:** My flight? Scenic. Very scenic. It's the only word I can really think of right now. *(Day User Interview ID#213)*

I: *Was there anything else in particular that affected your enjoyment of the trip, positive or negative?* **R1:** Well, positive, of course, just the beauty of the, and the mountains up there are pretty spectacular and the glaciers and all of that. *(Day User Interview ID#218)*

R: We, it was just like, we saw glaciers and what the glacier erosion did and, you know, how the whole area was encased in ice at one time. We saw just unbelievable ice caves(?) and avalanches, you know, and cliffs that the glaciers had carved, you know, granite cliffs. I mean, just so many things. I'm going to have to just really reprocess it. There's so much to see. And we took a lot of pictures. **I:** *So how was that for you, being able to see that?* **R:** It's unbelievable. I mean, it was just, I don't know how to describe it. You know, it was too, I don't know how to describe it. It was just, I mean, it was just unbelievable. And like it would never end. Never ending mountains. You know, just, you know, we just, it's unbelievable… But what we saw was a phenomenal sight. We're flying right about, a little less than mountaintop. We're flying about 7,000, 8,000, 9,000 feet, so we're kind of flying right around the glaciers and, I mean, it was cool. It was cool. Nice plane, good pilot. *(Day User Interview ID#302)*

R2: Well, first, they need to do it. Definitely don't go there without taking that flight. Just, the mountain is just magnificent, being that close and all the snow and it's just breathtaking, the view and all. *(Day User Interview ID#314)*

I: *Okay. What would you say was the best part of your flight?* **R1:** Just the amazing views. The scenic beauty of it. It's just incredible. *(Day User Interview ID#316)*

Rare and Unusual Experience

I: *How about the glacier landing? How was that?* **R1:** Lots of fun. I would recommend that for anybody going. **R2:** Yeah. **R1:** Because it's not that much more and it's an experience you'll never have again. What do you say?… It's just something very unusual that you're not going to do everyday. *(Day User Interview ID#207)*

R1: I would like to come back. I don't know if I will, but I have to make the most of the time that I am here to see everything and do everything that I can. That's how I see it. That's why I did it and I'm very pleased that I did do it. *(Day User Interview ID#208)*

I'd tell them to do it. It's great. Get views that you normally don't get and you get to see parts of Alaska that you can't see from the road. Wildlife, there's a chance to see it. We didn't see any but I know you probably could. And you get a new perspective on Alaska from the air. *(Day User Interview ID#213)*

R: We said when we made this trip we had [inaudible] that there was [inaudible] really wanted to do this because this is a once-in-a-lifetime experience. I don't think I can describe it. You cannot, it's a picture perfect day for this. Normally they say that only about six to seven days that are like this where you can see the whole mountain. I didn't even have to wear a jacket. That warm it was up in the mountain. I couldn't believe it. We were prepared with all this jackets, gloves and all but we didn't need any of this. So exciting… **I:** *Would you describe it as a national park experience?* **R:** Yes. I believe it would. **I:** *How come?* **R:** Because you don't see this anywhere in the world. You don't see this anywhere. It's a really, really one-time experience. If somebody wants do it they should do it if the weather is good and they have a chance, an opportunity, they should do this flight. *(Day User Interview ID#214)*

I: *And what was the best part of your flight?* **R1:** Well, I guess, what was your best part? Seeing the glaciers was most interesting to me. *(Day User Interview ID#303)*

R: Uh, scenery-wise this was, you know, if I'd a seen Mount McKinley it would have been a lot better, but just the fact that I got close to the highest point in North America, that's a pretty phenomenal thing, not considering the turbulence, but actually I think the scenery was much better than the other two… **I***: Good. And you didn't land on the glacier.* **R:** No. Not on this one. **I:** *Do you think that would have added to your trip in any way?* **R:** I'm sure it would have. I mean, it's an experience that you can't, perhaps a once-in-a-lifetime experience. You don't know that for sure, but, you know, it's definitely something you wouldn't experience back home. It's an exotic experience. It's something you wouldn't forget…What did I value? What did I value? I

guess just the experience. It's something I can't stress enough. It's not an everyday thing. And you may never experience it again so you've got to kind of go with it as if it's your last. Really put a hundred percent into it. Enjoy every bit of it. *(Day User Interview ID#307)*

R2: It's so majestic. **R1:** How often are you going to see it in your lifetime? How often are you going to come back to Alaska? For some of us we'll only see it once so why not enjoy it when you can? I'd recommend it highly to anyone, really. *(Day User Interview ID#312)*

Creating Memories and Photographs

I was looking for something that would be just somewhere where I hadn't been with my older son, and where, where we could make some memories that were totally different, some new things, for us. For the two of us, to kind of do together. And he's starting high school and gonna get busy and gonna get a job, and so this is just kind of a, I wanted to make once in a lifetime things, that's why I picked the flying and stuff, doing things that were maybe a little bit more expensive than what I would normally do, and to come and visit my cousin too.
I thought it was interesting where we landed too, because we, Mount McKinley, that's a pretty big thing, and we can say, "well I was once at the base camp of Mount McKinley," you know, as opposed to, "I was on such and such a glacier," you know. Seems to mean a little bit more I think, so I'm glad we landed there today. *(Day User Interview ID#201)*

R: I mean, I can't really describe it other than it's just awesome. I mean, that's the only word I'm using right now, but to take off from here and fly over to the mountain, I mean, *(Day User Interview ID#212)*

I: *Can you tell me about your trip? What you saw? What you thought?* **Male:** Well, it was a clear day when we were up there, so we got to see a lot of, it was just photographic quality viewing of everything we saw. In fact, I was so involved with taking photographs I thought I was going to use up all of the memory card on my digital camera. *(Day User Interview ID#305)*

Mount McKinley

I: *Would you describe it as a wilderness experience?* **R:** It's a natural experience. You see the forces of nature, how the mountain, you know, how big the mountain is. It's one of the highest mountain in North America and you can say you climbed that mountain when you go, you know, around it, because we saw the peak, so it's really nice. *(Day User Interview ID#214)*

I: *So, can you just describe to me the trip?* **R1:** Oh, it was just something I dreamed about doing all my life. It was just the greatest, I think the greatest experience I've ever had as far as seeing something like that. **R2:** It's the highlight of the trip. **I:** *Was it, you dreamed about touring around McKinley, or just a mountain experience like that?* **R1:** We've dreamed about coming to Alaska for many, many years, and mountains are my passion, and to be able to go up and fly around, up around the top of that one, was just absolutely awesome. *(Day User Interview ID#301)*

I: *What was it like seeing Mount McKinley for the first time?* **R:** It was fascinating. Although I was surprised that there was so much other stuff to see that that wasn't it for me. I mean, of course we saw it this morning when we woke up and it was a clear day, but there were so many other things to look at that that was sort of just, oh yeah, there it is. Everybody took pictures and we kind of got on to the rest of it. It was fascinating to me that there's a house up there that people are renting and, you know, so. *(Day User Interview ID#309)*

I: *What would you say was the best part of the flight?* B**:** Being so close to Mount McKinley. **R1:** Right. **R2:** Yeah, being able to get good pictures and, yeah. **I:** *Are there other places you think you could receive a similar experience?* **R1:** No, not like this. **R2:** No. **I:** *How come?* **R1:** Maybe Mount Everest. **R2:** Yeah, well, it's just, there's, I don't think, I think this mountain's sort of one of a kind for the United States, you know, so, yeah. I don't think there's anything else to compare it to. *(Day User Interview ID#314)*

Multiple Sensory Experience

I: *Can you tell me a little bit about your flight, just* ... **R1:** It's just an awesome day. It doesn't get any better. **R2:** Yeah, that's it. Nice day. **R1:** Nice day. **R2:** Gosh, I don't know what the temperature is, but we wore the wrong clothes. **R1:** Nice scenery. **R2:** We ought to be wearing shorts. Yeah, it was beautiful. It really was. We saw a moose in the river on the way back down, and that was the only wildlife we saw, but ... **R1:** Swans. **R2:** Yeah, and a couple of swans in a lake. But it was nice. It was beautiful. Landing on the glacier was awesome. *(Day User Interview ID#216)*

R: Well, it's a very good experience. I'm not used to a little plane, but it felt very safe. Very good pilot. And, you know, a good learning experience, plus it was very beautiful, other than the smoke today. **I**: *Yeah. What would you say was the best part of your flightsee?* **R:** Oh, I don't know that there was a best part. It was the whole thing. You know, the whole trip was very, very good. Nothing, you know, no apex to the flight. You know, it was all it, you know. *(Day User Interview ID#315)*

Influences on Day User Experiences (Objective One):

Pilot as Park Interpreter and Guide

R1: Three, and plus the pilot. **I:** *Okay. How did you feel about the number of people on your flight?* **R1:** I felt really lucky that it was, that it wasn't a full plane, you know. I thought we got to ask more personal, like I asked more questions than I would have asked if there would have been more people on the plane, so I felt that that was good… pilot was I think good, and he knew, he could explain in layman's terms, you know, what was going on, and he seemed experienced enough to know the kinds of things that would interest tourists, and so I thought that was good. Not a lot of technical stuff, and he wasn't afraid to ask us, or answer the same question twice, so it worked out real well. *(Day User Interview ID#201)*

R: Yeah he *[the pilot]* was really helpful. He gave like a tour, because on the way back it was just me in the plane with him, and he still pointed out everything and told me all the little facts and details about the mountains and everything…It was good. Like they explained stuff, and the base camp leader told me like a few things about the place, and she showed me like where she lives for the seven weeks while she's up there, which was interesting, cause you sort of wonder. Yeah. *(Day User Interview ID#202)*

R1: As we were going he *[the pilot]* had a microphone. He talked to all of us and told us everywhere we were going and everything we saw pretty much he explained. Explained how the glaciers moved and everything like that, so ... *(Day User Interview ID#205)*

R2: Yeah, he *[the pilot]* was great. He was very informative. He had a lot of good, historical facts and he was really good…he talked pretty in depth about the different glaciers and what happens at the end of a glacier, like the terminal glacier and how deep they are, how long they've been there, you know, showed us the rivers that flow out of them, pretty in detail. *(Day User Interview ID#206)*

R1: We heard about Anne, Annie inside, that she used to be base camp Annie and one of the ridges was named after her because she went there for ten years and stayed for the whole season of climbing, cooking for them. And then we made the glacier landing and then we came back down Ruth Glacier and looked and saw some moose and possibly bear…Yeah, he was a very good narrator. *(Day User Interview ID#207)*

R1: You know, the pilot was telling us this particular cloud is just because winds are over 100 miles an hour at the top and you didn't want to be a climber up there at that particular time. So, you know, little things like that added to it and made it a very [inaudible] experience. *(Day User Interview ID#208)*

R: Oh, he *[the pilot]* was fine. He explained everything. We didn't really have that many questions because he answered them all, you know, as he was going up through he told us what was going on, so that was okay. *(Day User Interview ID#209)*

R1: The pilot was very talkative and entertaining…He told us a couple different stories, history. He showed us different camps and yeah, he was very knowledgeable. *(Day User Interview ID#210)*

R: He *[the pilot]* told us the history of the, you know, how the glacier, how it formed, how it moves. It moves about two to four feet every day, which we cannot see it but it does move. And he showed us a lot of interesting points on the way to the Mount McKinley. *(Day User Interview ID#214)*

R: The pilot was pretty good. He was very knowledgeable about what we were looking at and where we were going...Basically told us what we were looking at most of the time and told us a little bit about the climbers, a little bit about the plane itself, about the railroads, various things. *(Day User Interview ID#215)*

R2: …he *[the pilot]* was really informative, you know, telling us about the whole area going all the way up and back down again…Yeah, you know, it's just not restricted. **R1:** As long as it's not dangerous...You can go anywhere you want to go...You can only land in certain places. **R2:** You know, he said just stick around this one area, you know, and don't take off from this area. *(Day User Interview ID#216)*

R: He was very good. He did a lot of talking, which was good because he explained every river and every mountain and every meadow and every lake, every cirque and every glacier and he was very informative. He reminded me of my first geology class, actually. *(Day User Interview ID#218)*

R1: He *[the pilot]* was very knowledgeable, was helpful, really wanted us to enjoy ourselves. Really did great. **R2:** He was out to please the customers, I think. He did a fantastic job. **R1:** He was telling us about the climbers, about the base camps, about the glaciers, the ice, how it forms, the different altitudes. **R2:** Different people that climb the mountain. **R1:** Quite a bit about the climbers, which is very interesting. He pointed the different types of rock and you know, how it was formed and talked about the glaciers quite a bit and just pretty well told us in general all about the top of the mountain and the summit and about the history a little bit about the climbers that came up originally. **R2:** And how the glaciers eroded the softer rock and left a hard granite behind, took it down the mountain into the trees. **R1:** Just basically all about the mountains, the history of it. *(Day User Interview ID#301)*

R: Terrific. He was a terrific pilot…I mean, he helped things make sense. *(Day User Interview ID#302)*

R2: We had some good commentary *[from the pilot]* on what you'd see and we were able to see where people were camping up on the way out. And it was a very personable tour. **R1**:…of course, he told us about where we were, what we were doing, where we were, like he described the various glaciers to us and the various peaks we were going through or the passes we were going through between the peaks. **R2:** By name, you know, the [inaudible], the this, the that…The names. And then he gave some of the history of X number of years ago this would have looked differently, like thousands of years ago this wouldn't have been broken off and, he told, it was very good. *(Day User Interview ID#303)*

I: What *sorts of things was he telling you about?* **Woman:** Explaining the glacier below us and other areas that we flew over, the rivers and the confluence of several of them and things like that, about the terrain. [Inaudible]. **Woman:** He told us about the altitude, the elevation. He was very informative as we flew around. **Man:** Named the different peaks and the areas that we flew around and over. **Woman:** He explained a little of the glacier activity and how, what happens over the years, you know, how things change and ...**Man:** And then he went over, with the glaciers, how the valleys and everything was formed because of the glaciers and then explained to us how thick some of the glaciers were and that you're looking down on the glacier, sometimes it doesn't look like it. *(Day User Interview ID#305)*

R: He *[the pilot]* was telling us what the different mountains were named after, the history, a little bit of history behind the name of McKinley, talking about the glaciers, even how they form, also talking about the spine of the glaciers. It was like a geology lesson with some humor. *(Day User Interview ID#306)*

R: Well, he *[the pilot]* talked about, obviously, that it's the tallest mountain in the world. He looked over, I forget the names. He kind of flew us over some glaciers on some other mountains. He mentioned Star Wars Mountain. *(Day User Interview ID#307)*

I: *What sorts of things was he telling you about?* **R:** All the different peak names and all about the glacier and all about the melting process and I asked a couple questions about, one was about the blue colored pools of water, and he knew the answers to that. Yeah, everything, it seemed…He was great. Yeah. I think if he hadn't known as much as he knew about all of it that it wouldn't have been as great. Because it seemed like a pretty long time except that he kept it interesting. There was always something to talk about, always something to look at. So, and it was fun that he took time. Max actually saw a moose in the water on one side and when we would see something he'd sort of do little loops and we could see it better. It was great. Yeah, sort of personalized. *(Day User Interview ID#309)*

R: Well, around Mount McKinley and the glaciers, the different ones he *[the pilot]* explained to us. Then over there, open country. That's when he was looking for the bear, which we saw. *(Day User Interview ID#310)*

R: The pilot said he'd give a dollar to anybody who saw one before he did, and he never said anything, so I think we got skunked…It was mostly a matter of just listening to what he had to say. It was largely one way, fairly pleasant. *(Day User Interview ID#311)*

R1: He *[the pilot]* did a very good job. **R2:** Yeah. Just telling us where different things are, where he lands to let climbers off, where base camp was, just a lot of information that we didn't know. **R1:** It was very evident that he was a highly skilled pilot. *(Day User Interview ID#314)*

R: He *[the pilot]* pointed out the points on the ground, you know, the rivers and stuff, and then each glacier's name and, you know, saw the north and south peaks of McKinley and then the names of the [inaudible] the peaks and where the base camps were, the climbers, and trails and the avalanches that have come down. Very informative. *(Day User Interview ID#315)*

R1: He *[the pilot]* told us about the longest vertical drop, 14,000 foot drop, and showed it from both sides of the plane. Talked a little bit about glaciers. What else? **R2:** Different ridges, the different mountains. **R1:** Oh, the names of the different mountains and the different glaciers. **R2:** And showed some of the people doing climbs and where their base camps were and showed this little hut on the one side of Mount McKinley. So just pointed out a lot of the different features. *(Day User Interview ID#316)*

The Weather

R1: We didn't get to go all the way around the mountain, so I guess that would be the downside, but still, I mean the trip was way worth it as far as I was concerned. It still was a thrill and something very, a unique experience that I won't have again probably for awhile. *(Day User Interview ID#201)*

R2: One thing, we couldn't see the top of Denali because there were clouds, but it was still great… **I:** *Was there a worst part at all?* **R2:** No. **R1:** Worst part was we couldn't get to see Denali. **R2:** Yeah, that's it. **R1:** That was, yeah, that was, but that was absolutely the worst part. Yeah. (*Day User Interview ID#203)*

R1: I'd do it again on a clear day or something, but that could have been a better thing, if it was a little clearer. But it was still a lot of fun. *(Day User Interview ID#205)*

I: *What would you say was the best part?* **R2:** That's a good question. We've been here for a week, so I've been waiting to see McKinley this whole time. So just getting, you know, having a clear day and getting in the plane and flying that way was like(?) the initial excitement. *(Day User Interview ID#206)*

R1: The mountain was gorgeous today, so we got lucky, if that's luck, you know. But we did get lucky. And it was totally visible. None of it was ever covered. We were able to go around the south side, even though they got sick, that's where more of the winds were. But we were able to do everything. And he told us before, if it was too high winds then he wouldn't be able to complete that part, and I respect that. *(Day User Interview ID#207)*

I: *Was there anything in particular that affected your enjoyment of the trip, positive or negative?* **R1:** The fact that it's a beautiful day. You could see McKinley. That was nice. Especially listening to this one guy say that he was camping here for a whole week and he didn't see it once. And I thought, wow, thank you. Yeah, it came out. And then he said something about it's only visible 30 to 45 days out of the 180 days that they go up there or something like that. So I felt really privileged that I actually got to see it. *(Day User Interview ID#211)*

I: *Was there anything in particular that affected your enjoyment of the flight, positive or negative?* **R1:** The weather. **R2:** Yeah, no doubt [inaudible]. **R1:** Yeah. **R2:** You know, just to be able to see the mountain, you know, and the clarity and stuff. It was just so pretty. But ... *(Day User Interview ID#216)*

Negative, there wasn't a negative thing. You could see the mountains. There wasn't any wind to speak of. A little bit of haze but that didn't bother our view. It didn't impair anybody or anything. *(Day User Interview ID#218)*

R1: Well, we went, we weren't able to get up to see Mount McKinley because the ceiling's too low. But we went and saw most of the glaciers and some of the lesser peaks in the area. *(Day User Interview ID#303)*

Man: Well, we were so happy the weather conditions and it was sunny outside. It was great because we were afraid we wouldn't get a shot at this. **Woman:** Yeah. **Man:** It was raining and

cloudy. **Woman:** Alaska has not been good weather since we've been here, so we were just glad it was a great window of opportunity. *(Day User Interview ID#305)*

I: *How did you feel about not getting to see the mountain?* **R:** A little bit disappointed. We were originally scheduled for a 9:00 tour and I think we might have been able to see it if that were the case. But that was canceled. We got this one. That's just the way it happens. So, yeah, that would have, but that was kind of the icing on the cake that was missing. Once again, that's just the way it is. No one could have done anything about it. But just the intent was the intent of wanting to show us that was pretty good. *(Day User Interview ID#307)*

I: *Did you get to go over the summit?* **R:** Yes. We went around the side of it. I guess we were above it but we didn't go completely around it because the winds were real bad on the one side and actually going right over the top of it would, I don't think anybody in the plane really wanted to go there. **I:** *It would have been crazy.* **R:** Yeah. You could see the clouds and everything just ripping right up off the top of it. So we got as close as we could safely get and I think everybody was happy with that. *(Day User Interview ID#308)*

R2:…the sun was shining on the side that I was and you can't, so I couldn't take my photos like I wanted to. Other than that the flight was beautiful. Calm. And visibility was just outstanding. No clouds. *(Day User Interview ID#312)*

Flying and the Plane

I: *Was there anything in particular that affected your enjoyment, ether positive or negative?* **R2:** Just the smell of the fuel. **R1:** That was the only thing. I asked what fuel they were because I used to work with fuels. **R2:** Jet fuel it was. **R1:** And it was jet fuel. **R2:** It really smelled. **R1:** It smelled. **R2:** Yeah. **R1:** But other than that it didn't bother me. **R2:** Yeah. *(Day User Interview ID#212)*

I: *Was there a worst part of your flight at all?* **R2:** I don't think there was anything bad about it. Too short… But as far as the whole flight experience, you know, there wasn't anything negative about it at all. **R1:** No. **R2:** Just too short, like I said. *(Day User Interview ID#217)*

R: And, so, but it was phenomenal. It was just great. The pilot was super. I mean, you know, he circled around so everybody had a good view. I mean, it wasn't just one side of the plane. **I:** *Uh-huh*. **R:** I mean, he circled around so that the other side of the plane would get an equal view, so, and the weather was impeccable today. I mean, I think there was, I expected it to be choppy and rough and I think there was only one place that the plane even burped. But, I mean, I wouldn't consider it rough by any stretch of the imagination, so ... *(Day User Interview ID#313)*

I: *Was there a worst part at all?* **R2:** I don't know, I didn't like having the headsets clamped to my head the whole time. I kind of felt like my head was in a vice, but other than that, not really. *(Day User Interview ID#201)*

I: *How did you feel about the number of people on your flight?* **R1:** It was adequate. **R2:** Yeah. **R1:** It was, I think it kind of depends on the plane rather than the number of people, so you can get good viewing. *(Day User Interview ID#206)*

I: *How did you feel about the number of people on your flight?* E**:** I thought it was great. As far as I'm concerned, the less number of people we saw in the plane the better. Have a feel for it… But seven is fantastic. I was expecting possibly a larger plane…so this small plane was, it was good, very good. *(Day User Interview ID#208)*

I: Was there a worst part at all? **R:** Just probably it was a little bit too cramped. That's all. But it wasn't really an issue. *(Day User Interview ID#215)*

R1: See, I had a video. I had to go in front of the person on the other side of the aisle so that I could get a picture because she was mainly circling one way. But the fact that there could have been because the winds were coming out of the southeast, she has to go in the opposite direction and go into them, so maybe she would have went the other way. *(Day User Interview ID#312)*

Flying – Turbulence:

R1: I mean, this is sort of like the one time, because my husband and my kid are both sick so we're not going to do this as a family again, you know, because they are prone to turbulence…I didn't throw up, so I'm, but even if it would have been, I was expecting to throw up. Anyway, even if it would have been I would have said it was a ten. It was perfect. **R2:** Nine and a half. **I:** *Nine and a half? What's your half due to?* **R2:** Having to sit with the people throwing up. **R1:** Having to sit with people throwing up. That's what he said. But the fact was, my husband said, even though he's over there sick in the car, he said, that was a once in a lifetime. He goes, that was really cool. He goes, you know, because it was sort of like, even though I'm sick I'm really glad we did that. *(Day User Interview ID#207)*

R1: And then after that, the only other part that was scary was behind, when we were on the north side of Mount McKinley. There was some turbulence there, which, it's scary, but in a good way. It, like, gets your adrenaline going. I don't mind it so much. It doesn't make me nauseous or anything like that, so. *(Day User Interview ID#210)*

I: *Was there a worst part at all?* **R1:** Nope. **R2:** Well, you got a little sick… **R1:** Well, I got a little bit, I had a little bit of motion, I was uncomfortable from the motion. I really wasn't sick, but it was enough, but he gave me the oxygen and that subsided right away. **R2:** That would be the only downside of the trip is that you got a little nausea. *(Day User Interview ID#301)*

R: I felt nauseous at the end. **I:** *Oh, you did?* **R:** Yeah. Caroline and I were talking about that. Just a little bit in the beginning and then we were fine and then at the end. *(Day User Interview ID#309)*

I: *Was there a worst part at all?* **R:** Well, yeah, the one got sick. **I:** *The other one got sick?* **R:** The one guy, yeah. After, he felt really sick. But the other ones, no problem. *(Day User Interview ID#310)*

R: No. Well, the only thing would be this lady behind me, she was getting faint. She didn't say anything, though, till we got back down. But, I mean, if someone were, you know, then you'd have to turn around and come back. **I:** *If someone were getting sick?* **R: …**sick or getting faint. She didn't feel sick to her stomach. She was getting faint. So, you know, I mean, you don't know how you're going to react until you get there either, so, you know, I could have probably done the same thing. *(Day User Interview ID#315)*

Flying – Safety:

R1: And then we landed safely, and that's the most important part… Positive, I'm really conscious to have, the positive part is I was definitely checking out the air flight people because my father was killed in an airplane crash in Alaska. And so that was the positive part. And I had checked these guys out and felt comfortable with what they were telling me and safety records and stuff like that. And so that is what I really cared about, you know. It's like great to see the mountain, but I want to come back alive. So anyway, that was the most positive thing that I would say, that I was very pleased with the safety… I really, the absolute best part would be the safe landing. But right after that was the gorgeous view of Denali. *(Day User Interview ID#207)*

I: *Was there a worst part at all?* **R1:** Well, the little, tiny bit of turbulence made me a little nervous because Mike kept telling us about how planes can get crashed up there because the weather can change like that so I'm like a little nervous hanging onto my seat going, oh. *(Day User Interview ID#211)*

I: *You said you saw other planes*. **R1:** Yeah. **I:** *How was that?* **R2:** Oh, that was fine. **R1:** It was fine. **R2:** Yeah, it was fine. I mean, I never felt unsafe at any time, you know, never. *(Day User Interview ID#212)*

I: *Did you see any other planes when you were out there?* **R:** Lots of other planes. A handful of them. **I:** *How did you feel about that?* **R:** It was fine, as long as they're not too close, no midair collisions, no one to find(?). **I:** *Were you thinking about safety at all?* **R:** Yeah. The pilot went over all the instructions, survival suits, and what's to happen and whatnot, so I felt pretty safe. I'm not really afraid to fly. *(Day User Interview ID#213)*

I: *Was there a worst part at all?* **R2:** No. **R1:** No. We landed safely. **R2:** And it looked like the planes and everything, my first thing was to look around and just be sure everything was in good condition and I'm pleased we flew with this group. *(Day User Interview ID#303)*

I: *Did you see any other planes while you were flying around?* **R1:** Yeah. That was maybe the thing in the flight that made me the most nervous was the pilot looking for other planes. **I:** *Uh-huh.* **R1:** And them talking to each other and then trying to get a visual on each other and there were a couple of times when we couldn't find somebody who was supposed to be there, and

that's a little scary. But we found them and it was okay, but ... **I:** *So you were thinking about your safety?* **R1:** A little bit. Yeah, yeah. I mean, it's not like a commercial flight where you don't think about other planes up there pretty much at all. I don't. But as you can hear the radio and you hear them talking to each other and they're trying to get visuals on each other, it was okay when they found each other right away, but when they couldn't find the plane that they were looking for that was a little scary. *(Day User Interview ID#316)*

Climbers as Flightseer Attractions

I: *So you guys saw some climbers out there?* **R2:** Yeah, lots, quite a few actually. **I:** *How was that?* **R2:** They were little spots, but… **R1:** Well, yeah they were, when we were seeing them from the ground, you know, they seemed to not have much, they didn't have interaction with us except for this one gentleman. They kind of went about their business. They were up there to do a climb and not to interact with tourists, but then, from the air it was quite interesting to see them, cause they were hooked together with ropes, and there would be like four or five, and they would have like something trailing behind them, a pack or something, and then there was a rope, and then pretty soon another one, and then a rope, and they were hooked together in groups of like four or five. So you saw these little lines going along up. **R2:** They looked like little ants. **R1:** Walking in lines up towards the glacier, or up towards the mountain, but we did see a couple sets of people coming back, and made me wonder what was in their minds. Must have been a little bit disappointed going back towards the base camp rather than on their way to the mountain… I was hoping, the literature says that you can see, you might be able to see climbers actually climbing the face of it, and because the weather hasn't been good, and it wasn't good today, we didn't actually get to see them like on the faces of the rocks and stuff like that… **I:** *Okay. Which part of the experience do you think will be most memorable?* **R1:** I think landing at the base camp. I think that will be the most memorable thing to me. **I:** *How come?* **R1:** Well um, you hear, you read in books and you hear about base camps, base camp in the Himalayas, base camp of this and that, but actually to get out, see the tents and the ground, the various, and you see the one main tent that's there all the time. I was even watching a plane when it came in and watching the people get out, unload all their gear walking back and forth to the plane realizing that these people are getting enough gear for like a month, you know, so just kind of seeing, we weren't there very long and just making those observations of what was going on, even to the point of going and, it's kind of strange, but just after we got off the plane there was some man off, going off and going to the bathroom, you know, it's like one of, they take care of their, you know, needs… Well if I was to rate it, I would probably say a probably a scale of nine out of a ten an expectation, as I said, because we didn't actually see the climbers hanging on the ropes from Mount McKinley, you know, and I would put it at a nine, but I enjoyed it. *(Day User Interview ID#201)*

Yes, the climbers had, they were, you know, they had sleigh, you know, each one were at a distance in one row and I could see like five little dots climbing in the huge, humongous mountain. It's very, very exciting. *(Day User Interview ID#214)*

I: *And you said you saw some climbers. How did you like that?* **R1:** I saw some of them, but I didn't really see the rest of them. I couldn't find them. **R2:** I saw a couple planes down there,

saw climbers. My thought is, insane. Because, you know, you look at, like, there could be an avalanche at any moment. But, no, that's… **R1:** The average trip is 21 days. There ain't no way I want to spend 21 days out there. **R2:** So that was pretty neat. *(Day User Interview ID#304)*

R1: Saw some climbers. Yeah, that was cool. And some old spots where some people had been camping or had tents pitched a few days ago, so that was pretty neat. No trash. Too far away. No, I hope they didn't have any trash out. *(Day User Interview ID#306)*

R: I thought that was pretty neat, seeing the climbers and the different base camps and all. It's amazing what they do. I wouldn't want to do it, but it was really neat to see them. I think that was a real highlight of the trip. *(Day User Interview ID#308)*

I: *How was that, seeing the climbers and the camps?* **R1:** It's spectacular. **R2:** You can't see it. **I:** *You can't see it?* **R1:** You see 'em, but they look like ants down there. **R2:** Right. She said, you have to know what you're looking at…so then maybe you can see what it is. *(Day User Interview ID#312)*

We took the grand tour around McKinley. It was just phenomenal. I mean, you could see the mountain all the way, all the peaks, the pilot was excellent. You could see the surrounding mountains, down in the gorges, in the valleys. We didn't see any mountain climbers, though, but we saw their camp and we saw where some people were climbing the rocks. They weren't climbing, but they're camped in the glacier. You know, it's quite awesome, that, you know, they're tucked down in there in the snow. *(Day User Interview ID#313)*

Expense

R1: And it costs a lot of money, so maybe, you know, something could be done at the federal level could actually help some of this and make it a little bit less expensive. But not undo the, you know, undermine what's going on here. Because it really is, it's the only way to really see…without spending an entire day. And even then you're not going to get the sense of the enormity of the place and the beauty. *(Day User Interview ID#203)*

I: *So you're glad you did the glacier landing?* **R2:** Oh yeah, uh-huh. **R1:** Oh yeah. **R2:** Yeah. **R1:** It was well worth it… **R2:** Yeah. A lady downtown at the K2 aviation has a little shop downtown. She said that if you don't do anything else, to do that. And I can see why she said that. It was really worth it. Very good, very nice. *(Day User Interview ID#212)*

R1: It was well worth the trip over here and to spend the couple days here waiting for it. But it was well worth it… **R2:** I mean, definitely, it's worth it. It's definitely worth it. *(Day User Interview ID#304)*

R1: But it's an experience you'll never get, you know. So I think that's really important, you know, just experience something you've never, you'll never get a chance to see. In fact, we almost didn't do it just because it costs a lot of money. And we thought about it for a minute. We

thought, well, we might not ever be back here again. And even if we are we might not have this opportunity again, so let's go ahead, and it was worth the money. *(Day User Interview ID#306)*

R: I would say if you're going to spend all the money to go to Alaska, spend a little bit more and take the tour. And if you can get a day like we had today, wow. *(Day User Interview ID#313)*

I: *Can you just describe to me your flight? Tell me a little bit about it.* **R1:** It was very scenic. You felt like we got a good value for our money. Saw everything we wanted to see. It's just a great experience. *(Day User Interview ID#314)*

The Glacier Landing

I: *Would you recommend the glacier landing?* **R1:** I would, yeah, yeah. I'd tell them that if they had to pick they should do that. You can kind of take a shorter flight and then still have the glacier landing and save a little bit of money, I guess, and then it'd still be a lot of fun. *(Day User Interview ID#205)*

I: *You think it added to the trip?* **R1:** Yeah, sure. **R2:** Yeah, yeah. **I:** *How so?* **R1:** It's just above and beyond flying around. You get a chance to be up there and ... **R2:** Just to step out on the snow, even if it's just for a minute, kind of get your bearing, like on land and not be moving. And just you have a chance to look up at that still image. I think that was probably the best part of the landing. *(Day User Interview ID#206)*

Man: Probably the only, if you call it a down side, is not being able to land. **Woman**: To land, yeah. **Man:** But besides that it was just perfect. **Man:** Well, after being up there I didn't care that we didn't land. I mean, just being able to experience everything we saw up there, that would have been a highlight, but it was not that big a deal after we got on the flight. And just all the flying in and out of the various areas… **Woman**: yeah, I don't think we could have asked for anything better, other than being able to land. **Woman:** Oh, I would have liked to, but ... **Woman:** Yeah, I would have too. **Woman:** But, hey, I was happy. **Woman:** But yeah, it was great. Look at it now. I mean ... **Woman:** I know, it's raining again [inaudible] so we're happy. *(Day User Interview ID#305)*

I: And you didn't land on the glacier. How come? **R1:** It was just a circle, a circle flight, I guess, and that wasn't planned, obviously. **I:** Okay. **R1:** Yeah, so ... **I:** Do you wish that you would have? **R1:** That would have been fun, but since I wasn't expecting to be even out on a plane today, you know, I'm taking what I can get… **I:** Good. Do you think that would have added to it? **R1:** Probably. But I don't feel, you know, like I've lost anything by not having it. I mean ... put it that way. *(Day User Interview ID#306)*

I: *How come you did not do a glacier landing?* **R1:** We had a two for one coupon from Alaska Tour Savers book for this tour, so expense I guess is the good answer to that. **I:** *Now that you've been up there, do you wish you would have done that?* **R1:** Done a glacier landing? **I:** *Yeah.* **R1:** No. I mean, it would be interesting, but it seems like it would be another level of preparation that it would be really cold, I would think, and the actual thought of the plane coming down on a

glacier is a little too scary for me. So it's scary enough coming down on the runway so I don't think I would want to do a glacier landing. *(Day User Interview ID#316)*

Scale and Perspective

R: Yeah, the Amphitheater I think, yeah. Yeah, that's right. Yeah. And someone else came in just behind us, which was great as well. So we saw them landing behind us, which was quite dramatic. **I:** *You liked seeing that?* **R:** Mm, yeah, yeah. It's amazing, because you have no concept of the scale up there at all. That's just, you know, I was told he was a good two miles away and you could have, I wouldn't have known that. [Inaudible] 800 yards or something. And there's another climbing group up there waiting to come off as well, so that was good. (*Day User Interview ID#204)*

I: Yeah, how did you feel about seeing the climbers? **R2:** I think it's cool. **R1:** That was really cool. I was kind of surprised at that one group, when we went over base camp and I finally figured, oh, those little dots are base camp. And then he said, well, there's some hikers. And there was just like this, they were like little black dots on the ice. But then when we were coming back, like I said, we were flying a little lower and you could see some skiers and they looked, I mean, you could really tell they were people. You know, you could see their legs moving. That was kind of cool… **R1:** Yeah, because you really are so close. I haven't been on any other scenic flights, but from what I've seen of them, it seems like you're always from a distance. Like the ones I saw for Hawaii, you know, you're not like, it didn't look like the mountain was like ten feet beyond your wing, like this one did. *(Day User Interview ID#211)*

I: *And how did you like seeing the other planes?* **R:** Oh, the planes were very, very, there were two planes when we landed. When we landed there was another plane which had already landed there. And our plane looked like a little mosquito in front of the huge, humongous mountain. It was very exciting. *(Day User Interview ID#214)*

R1: Yes, we saw some climbers. We saw a little airplane that had dropped off some climbers at base camp, and what did you say they looked like? **R2:** Little ants going across the hill. **R1:** Little ants on the side of the hill. **I:** *How was that, seeing them?* **R1:** Oh, it was neat to see the people up there. If I was quite a few years younger I'd probably try It myself… And I think the fact that he was able to take us up, take us closer, I think was the highlight for me. I think that that was just… **I:** *Closer to the mountain?* **R1:** Yes, yes. And it amazed me that we were as far away as we were even then. It just seemed like you're on top of it, and you're still quite a ways away. So what was the best part of the flight? **R2:** Getting that close to the mountainside. **R1:** Yes, I think so. I would say so. *(Day User Interview ID#301)*

Encountering Planes and Interacting with People

I: *Okay. How did you feel about the interaction with the people on your flight?* **R:** It was good. It was interesting being able to talk to climbers who are actually climbing the mountain as opposed to just people who are just flying over it like I was… **I:** *Good. Were there other planes landed*

there when you were? **R:** Yes. There was another one of the K2 ones, and then there was another plane. **I:** *What did you think about that?* **R:** It was alright. I didn't really think much about it. It was interesting watching them take off sort of thing in the small space that they have. There's just no real runway. It's just sort of snow… **I:** *Was there anything in particular that affected your enjoyment of your trip? Positive or negative.* **R:** Not really. It was more exciting, because I've met the climbers, or some of the climbers that previous night and then got to go and see more climbers and actually see where they go and there little base camp, so that made it more interesting and more exciting, to see something that not everyone gets to do. *(Day User Interview ID#202)*

I: *What did you think about seeing the climbers and their camps?* **R:** Well, this is, I hadn't realized how busy a base this is for, this is possibly the base camp here in Talkeetna for a lot of climbs, a lot of attempts on it. And so, yeah, it's amazing. And having been around town as well and seeing how many people are waiting to go up the mountains… It's good. It's good. It's another form of tourism for Alaska, which is nice. *(Day User Interview ID#204)*

I: *Did you see other planes when you were out there?* **R1:** Uh-huh, yeah. **I:** *How did you feel about that?* **R1:** It probably would have been really cool if you were the only people out there. But it's not that big of a deal. There weren't that many. There was, what, maybe four when we landed? **R2:** Yeah… I don't know that I've been to any other national parks. But, you know, from what I've seen I'd say it's, you know, just less people and more of a wilderness experience, even though there was like four other planes landed there when we were there. Big enough. **R1:** Well, yeah, and there was only four planes there and each plane had maybe a total of six to seven people on board. So it's not like when you go anywhere and you get those stupid tour buses and there's hundreds of people milling about. *(Day User Interview ID#211)*

R1: Didn't see anybody else but the people that are flown in. There were four or five planes on the glacier. **I:** *How did you feel about that?* **R1:** Didn't bother me at all. You know, that's fine. I didn't expect it to be all mine. *(Day User Interview ID#218)*

I: *And how was it seeing the other planes?* **R:** It was interesting to see what was involved in the glacier landings. They were awfully small and far away, but it was well worth seeing *(Day User Interview ID#311)*

Mount McKinley

I: *Were you bummed out you didn't get to see base camp?* **R:** Well, McKinley would, I would like to have seen, but then again I saw it from the other side when I was through the national park so I can't complain. It's been great. Yeah. No, it was fine. Slight disappointment not seeing McKinley, but I've seen it. It would be nice to have seen it up close. But as I say, it was just a really nice day. *(Day User Interview ID#204)*

I: *Did you get to see the mountain?* **R1:** No, we didn't see Mount McKinley. It was covered by clouds. But we saw some other interesting mountains around it, so ... **I:** *Were you bummed that you didn't get to see* ... **R1:** Not really. I mean, we can see it some other day, I'm sure, if we're

up here. I guess. We saw everything else, so that was good enough. *(Day User Interview ID#205)*

R2: This was the best one I've ever been on. **I:** *How come?* **R2:** Just because the mountain is there and it's so awesome. *(Day User Interview ID#211)*

R2: It's the first time, I mean, just from the whole standpoint of it's the highest point in North America, so it's unique in that standpoint, to say that we were, you know, relatively close to [inaudible] being able to see and take pictures and, as far as Mount McKinley itself. So, yeah, it's unique from that standpoint. You're not going to be able to go in any other national park and say that you were at the or near the highest point, so ... *(Day User Interview ID#217)*

R1: Because we [inaudible] Monday we went on the bus tour and Denali stood out so clear so you really got a good look at it. The first time I was up I didn't really see it. It made it nice. *(Day User Interview ID#304)*

The Flightseeing Activity

R1: It was good… I would say that six would be the max, though. I wouldn't want to go, one of the places landed, I think they may have more than six, and I don't think I would have wanted to do that. I had purposely wanted to do either a Beaver or a Cessna with four people or six passengers, and six was my limit that I wanted to, because I wanted them to experience what it felt like being in a small plane. *(Day User Interview ID#207)*

R1:…there was only four planes there and each plane had maybe a total of six to seven people on board. So it's not like when you go anywhere and you get those stupid tour buses and there's hundreds of people milling about. *(Day User Interview ID#211)*

I: *Is there anything you noticed that makes it different from other parks or wilderness areas?* **R:** Noticed about the mountains? **I:** *Uh-huh.* **R:** It's a very good question. I don't know if that's necessarily the case. Although I would think more wilderness areas would have higher trees, although it's hard to judge that because you're so high up in the air. **I:** *Uh-huh.* **R:** You don't know, really, you know, you have to be, I'd have to be on the ground, on ground level to really be able to judge that. *(Day User Interview ID#307)*

National Parks Access

R1: Yeah. Let's see, both of them had [inaudible]. I'm sure that probably part of your question, you know, is related to, does the fact of our flying over detract from the enjoyment of those people down there? **I:** *Uh-huh*. **R1:** And I consider these both passive uses of a beautiful resource that, and they flew in there. That's how they got there. So, and we were in, what was it? A couple years ago we were in the [inaudible] and flew down to Grand Canyon, which has been shut off by the federal government to landing inside the park. So the only places to go to get into it are on Indian land now. I hope that doesn't happen here because you're going to shut off an

experience that is, it'll be closed to, unless there's another way you can do it. But I just don't, we've got a choice tomorrow of a, you know, a three-hour bus tour that just touches the tip of the park, or six, which does a little more. And really the one you should take is like 12. **R2:** Yeah, to Wonder Lake. **R1:** Which, you know, who wants to sit in a bus for 12 hours? So, I mean, it's a magnificent resource, so if the BLM or whatever decides to shut it down I would strongly hope that there would be some alternative to get people in so they can see the gorgeous wilderness that's in there. *(Day User Interview ID#203)*

I: *You had said it was different than Yellowstone. What do you think makes it different from other national parks or wilderness areas?* **R:** The country itself is a little different. It's more remote. I mean, Yellowstone you can get around in. Yellowstone, actually, you know, you can drive around in. You can get around to see some things. And this one, really, it's just more remote. You almost have to do it by air to really get an understanding of what it is. And I'm still not sure we have a real understanding of what it was even, even with that flight. *(Day User Interview ID#308)*

A Sense of Adventure

R1: And he was willing, I think he wasn't going to go, he kind of decided he wasn't going to go around the mountain, but he was willing to try going, and so we actually got to go around the west side of the mountain probably further than we would have this morning, cause even though it was socked in, he was willing to give it a try and see if, if we could get around the mountain, so. *(Day User Interview ID#201)*

The Size of Airplanes (Objective 5k):

I: *How many people were on your flight?* **R:** A couple and myself, so there's three of us in total. Yeah. **I:** *How did you feel about the number of people?* **R:** Actually fine, yeah. Too many people and you're struggling to see or you're struggling to move around the plane a wee bit. But it was fine. *(Day User Interview ID#204)*

R1: Six people were on our flight. With the pilot, seven. **I:** *Okay*. *How did you feel about the number of people?* **R1:** Seemed just right to me because there were seven seats on the plane for seven people, so ... *(Day User Interview ID#205)*

I: *How many people were on your flight?* **R:** Ten. **I:** *Including the pilot?* **R:** Right. **I:** *How did you feel about the number of people on your flight?* **R:** Oh, it was fine, just right. We all had a window seat. Yeah, it was great. I loved it. My sister was with me and my husband and my two sons. **I:** *Good*. **R:** It was great. **I:** Family affair. **R:** Yeah, yeah. **I:** *How was your interaction with other people?* **R:** Oh great, real good. After we landed, because we couldn't do that much yakking while we were flying. *(Day User Interview ID#209)*

I: *And how many people were on your flight?* **R1:** Six, plus the pilot. **I:** *How did you feel about the number of people?* **R1:** It was fine. I sat in the very tail of the plane so I had both windows so

I didn't care how many other people were on the plane. **I:** *Great*. *You got the good seat*. *How was your interaction with other people?* **R1:** It was fine. Most people were pretty quiet. *(Day User Interview ID#210)*

R1: (*There were*) Seven. **I:** *How did you feel about the number of people on your flight?* **R1:** It was fine. **R2:** It was a good number. **R1:** Yeah, I'm glad it wasn't any more. **I:** *How was your interaction with other people on your flight?* **R1:** We didn't really talk to anybody. **R2:** It was all right, with the headset, you know. The one guy just kept asking all the questions so we just sat and listened. *(Day User Interview ID#211)*

I: *How many people were on your flight?* **R2:** Ten. **R1:** I think there were ten. **I:** *How did you feel about the number of people?* **R1:** It was fine. **R2:** It was fine. **R1:** No problem. **R2:** Yeah, it was good. **I:** *You got to sit by windows?* **R1:** Oh yeah. **R2:** Oh yes, everybody did. **R1:** Right, everybody did. So it was a great trip. *(Day User Interview ID#212)*

I: *And how many people were on your flight?* **R:** Three. **I:** *How did you feel about the number of people on your flight?* **R:** Oh, it was great. We didn't have too many people, so that was really nice. *(Day User Interview ID#213)*

I: *How many people were on your flight?* **R:** On our flight there were ten people. **I:** *And how did you feel about the number of people on your flight?* **R:** The plane was very smooth and everybody had a window seat so we could look out and get the full view of the mountain. So it was very good. *(Day User Interview ID#214)*

I: *How many people were on your flight?* **R:** Five total, including the pilot. **I:** *How did you feel about the number of people?* **R:** It was fine. A little bit crowded but it was fine. *(Day User Interview ID#215)*

I: *How many people were on your flight?* **R2:** Three, the two of us and the pilot. **I:** *Wow, personal flight*. **R2:** Oh yeah. **I:** *So yeah, how did you feel about the number of people on your flight?* **R2:** It was perfect, huh? **R1:** Yeah. **R2:** We really needed that third person. **I:** *For weight?* **R2:** No, because he was the pilot. *(Day User Interview ID#216)*

I: How many people were on your flight? **R1:** The pilot and then us. Just the three of us. **R2:** A lot more personal. **R1:** Yeah. **I:** Yeah. **R1:** It was great. *(Day User Interview ID#217)*

R: Two, four, six, plus the pilot. **I:** How did you feel about the number of people? **R:** Well, I could see so I thought it was a great flight, and I think everybody else could see pretty well, too. *(Day User Interview ID#218)*

I: *Okay*. *How many people were on your flight?* **R1:** Three plus the pilot. **I:** *How did you feel about that, the number of people on your flight?* **R1:** It was great. **R2:** The pilot said the plane handled a lot better with just the lighter load. *(Day User Interview ID#301)*

I: How many people were on your flight? **R1:** Eight, including me, and then the pilot. **I:** So then there's nine with the pilot? **R1:** Right. **I:** How did you feel about the number of people? **R:** It was fine. No problems. *(Day User Interview ID#306)*

I: *How many people were on your flight?* **R:** I believe about six, including the pilot. **I:** *How did you feel about the number of people on your flight?* **R:** Didn't really, didn't matter to me either way. **I:** *How was your interaction with other people?* **R:** During the flight or just any time? **I:** *Yeah*. **R:** During the flight there wasn't pretty, much interaction at all. Just everyone looked out, did what they, saw what they wanted to see and that was it. *(Day User Interview ID#307)*

I: *And how many people were on your flight?* **R:** Eight, I think. **I:** *With the pilot?* **R:** With the pilot I think there was eight of us. **I:** *How did you feel about the number of people on your flight?* **R:** It was fine. **I:** *How was your interaction with other people?* **R:** That was fine too. Really didn't do, because of the noise of the engines we just basically got a guided tour, which he did a fantastic job on. *(Day User Interview ID#308)*

I: *How many people were on your flight?* **R:** Let's see, I believe there were nine passengers and the pilot. **I:** *How did you feel about the number of people on your flight?* **R:** It was fine. It was perfectly comfortable. **I:** *How was your interaction with the other people?* **R:** Minimal. Really, we were all wearing headphones and to listen through the intercom and I took a couple of pictures of my seatmate, but really not much interaction. Just mostly looking out the windows. *(Day User Interview ID#311)*

I: *Yeah*. *Okay*. *How many people were on your flight?* **R1:** Eight on the summit. **I:** *And how did you feel about the number of people?* **R2:** No problem. **R1:** No problem. It was comfortable… **I:** *And how was your interaction with the pilot?* **R1:** Great. **R2:** Nothing wrong with the pilot. He was very nice, very knowledgeable. **I:** *Informative?* **R2:** Yes. **R1:** Very. Very informative. *(Day User Interview ID#312)*

I: *How many people were on your flight?* **R:** There's four of us and the pilot. **I:** *And it was people that you're traveling with*. **R:** The four that we were traveling with. **I:** *So were you happy about that?* **R:** Oh yeah, yeah, it was good. It was good. **I:** *And was the number of people on your flight, how was that?* **R:** The number of people on the flight. **I:** *Yeah*. **R:** What do you mean, number of people on the flight? **I:** *Do you think that was a good number to have on the flight?* **R:** I thought it was excellent. I thought it was excellent. Because if they would have had six, then two people would have been in the back of the Beaver, which is plenty of room, but I think this way you got to see front-wards and backwards. You know, you could turn around and see where you were, plus where you were going. *(Day User Interview ID#313)*

R2: Two, three, four, five, six. Six. **I:** *How did you feel about the number of people on your flight?* **R2:** It was fine. **R1:** Fine. **I:** *How was your interaction with other people?* **R2:** We were very quiet. *(Day User Interview ID#314)*

R: Six? No, it was eight. Was there eight? Nine with the pilot. Yeah. **I:** *How did you feel about the number of people on your flight?* **R:** That was fine for that plane. Yeah. **I:** *How was your interaction with other people?* **R:** Um, most, they didn't talk. Did they? No. They really didn't.

Most people just ... **I:** *Just took it in?* **R:** Yeah, just took it in. Yeah. *(Day User Interview ID#315)*

I: *How many people were on your flight?* **R1:** Nine, plus the pilot. **I:** *How did you feel about the number of people?* **R1:** Um, it seemed great. I mean, it was fine. It was a full flight and that seemed okay. We were in the back and that was, I though it was going to not be good because of the small windows at the back, but it was fine. **I:** *How was your interaction with other people on the flight?* **R1:** We didn't interact with others very much. Mostly with the headphones on and you could hear the pilot through the headphones and people could ask questions. It's actually hard to hear other people's comments or questions, but it was really easy to hear the pilot. (*Day User Interview ID#316)*

Appendix G: Additional Quotes from Qualitative Findings – Multi-Day Users

This appendix includes interview excerpts about aspects of multi-day experiences and influences on those experiences that are not listed in the body of the report

Aspects of Multi-day User Experiences (Objective Three):

Air Flight

R1: It was very very emotive for me to fly in the plane and watch those glaciers and very very beautiful landing, the surrounding mountains, Hunter, Foraker, Huntington and, of course, Denali. (*Multi-day User Interview ID#106*)

(*In response to which part of the experience would be most memorable*) **R1:** Maybe the flight back to Talkeetna, yeah. It was really wonderful, you know. Beautiful. We saw all the mountains and everything and it's very, yeah. (*Multi-day User Interview ID#112*)

(*In response to which part of the experience would be most memorable*) **R1:** Let me think for a minute. I think Denali Pass, after it. **R2:** Summit day. **R1:** Summit day, yeah. **R2:** But also the day when we came back with the air taxi. We were one-shot pass and first you fly from the glacier over snow and then through the mountains and then through the valleys. It was very beautiful. The flight. **I:** *The flight out?* **R2:** The flight out was very beautiful. (*Multi-day User Interview ID#122*)

(*In response to which part of the experience would be most memorable*) **R1:** Experience of my trip? **I:** *Uh-huh (affirmative response).* **R1:** Definitely the summit day would be more, just traveling on the glaciers and my plane ride there was pretty cool. Like, I never landed on a glacier before with a plane. That was fun, even though it was like a few minutes. Yeah, just traveling along the glacier, on big glaciers. Yeah. (*Multi-day User Interview ID#131*)

(*In response to which part of the experience would be most memorable*) **R1:** The flight out was really nice this time. I mean, I've flown a lot of that same route, you know, that class I did was just off of the Ruth Glacier. And so we did quite a bit of the same flight. But coming out of Denali there, out of base camp is really pretty amazing. Yeah. It was a beautiful day, so maybe that. (*Multi-day User Interview ID#132*)

Access

I: *Have you traveled to any of the other national parks in Alaska yet?* **R1:** No. No, I came straight, I got off the plane and came straight to Talkeetna and then ... **I:** *And here you sit.* **R1:** Within a day I'd flown onto the glacier and I went and spent two weeks out there, came back for a day and then I flew back out for another two weeks. And I got in yesterday, so, no. My Alaska experience is pretty much a day in Anchorage, three days in Talkeetna, and four weeks out in the

hills. **I:** *What's your plan now?* **R1:** Go back out into the hills. (*Multi-day User Interview ID#105*)

R1: I think the airplane is like a big privilege we have. Up there, one thing that also ticks me off a little bit is seeing other climbers complain a lot, you know. If the weather's bad and a plane's not coming in, they'll say, you know, why don't you get a pilot that has some balls and get us out of here? To me that's just a big privilege to even have a plane to get us in there, so it's nice. I don't know. It's a privilege to have airplanes. (*Multi-day User Interview ID#124*)

(*In response to whether there is anything about the McKinley area that they think makes it different from other national parks or wilderness areas*) **R1:** Where? In United States or everywhere in the world? **I:** *Anywhere, yeah.* **R1:** No. I don't think so. We have some national park in France. It's about the same. Just the difference that I think is that there are airplanes. In France you cannot fly over the national park like this all the time with helicopter or airplanes. But here you cannot do something that's, because the climbers, the airplanes, that's very nice for rescue, for transportations. There is no difference between the other, this kind of national park and the other one in the world I think. (*Multi-day User Interview ID#112*)

(*In response to whether there are any other places they think they could receive a similar experience to what they had here*) **R1:** I don't think so. **I:** *How come?* **R1:** Everything else, again, it's the accessibility. And the, you know, I'm sure that the National Park Service has to strike a balance between allowing lots of people to come in but not allowing so many people to come in that it becomes, it loses its beauty or preciousness. But I don't think, I know that, I've been in the Tetons and Yellowstone, their corners are, for sure, really fairly remote. But it's not like this, not this scale of sort of nature really setting the, where you're not always a cell phone call away from help if you need to be, which also makes things different. (*Multi-day User Interview ID#127*)

Remoteness

R1: Well, I'd say it was a wilderness experience. It was twenty-one days without seeing or speaking to anyone other than in our group, so that was to me a rather rare experience that one can find in the United States anymore. (*Multi-day User Interview ID#101*)

I: *So what did you value most about the area?* **R1:** I think I came here because I wanted to get away from people. I mean, I've been living in the south of France and just had people stacked up all over the place. So I wanted to go somewhere where I just wouldn't see people or layers of civilization. That's why I wanted to go to wilderness, basically, where there just was no civilization, no people, no structures, no sign that man had been there, basically. So, yeah, that was, I forgot what the question was. **I:** *About what you valued.* **R1:** Yeah. Isolation. Total isolation. Once the plane dropped you off that was it. You know, you're on your own. (*Multi-day User Interview ID#105*)

(*In response to how they would describe the area of the backcountry they were in to a friend who was thinking about visiting*) **R1:** Rugged, remote, isolated and big. **I:** *Would you describe it as a*

national park experience? **R2:** Not this side. Not the north side. The north side's very different than the south side to the West Buttress. That's a train of people. Where we were it was very, very remote. You had to be self-sufficient. **R1:** This is a wilderness for me. Very remote. Yep. **I:** *Is there anything that you noticed that makes it different from other parks or wilderness areas that you've been to? Anything in particular?* **R1:** Well, the fact that you're traveling on glacier. Yep, that makes a big difference. And its remoteness. North Cascades are similar to where we went, I think. **I:** *How so?* **R1:** Well, because they are remote as well, but within a day you can get out. Here within a day you're not gonna go anywhere. Yeah. (*Multi-day User Interview ID#101*)

R1: And I've flown over this area and I've been to this area and I worked out of Cordova for four months, you know, and I've looked at all this stuff, flown over it and I say, all I want to do is just, I want to walk, I want to walk across one of these glaciers, you know, walk in these valleys and go up into the cirque and see this. And I kept, every vista that we came to I kept thinking, we're in the middle of the park. There's one road, you know, there's the old bus route and it really felt out there, you know. We have the Boundary Waters Canoe Area which is wonderful. It's the most heavily used wilderness area in the 48. And, you know, you can get in and out pretty easily. I guess you can feel the same way here, you know, at an airstrip. But I still feel way out there. We really debated whether we were going to bring cell phones or not, you know. And we did. My dad has got cancer and he's not doing very well and we were thinking of our spouses and our kids and stuff like that. And we came to the summation it was more for them, you know, because, you know, it's like, wait a second. You know, you're way out here but yet you have this, we're both kind of anti-cell phone people, so. But we did. And when I finally, I left a message with my mom and dad and I left a message with my wife, Heather. And when I finally heard her voice, all of a sudden I realized how, it was for me, too. That was. But the remoteness. I think that, the highlight for me was being able to look out every place that I look and just, God's creation or whatever you'd like to say. (*Multi-day User Interview ID#128*)

R1: Just the remoteness and isolation, and I think you can get that not only in a mountain setting but in lots of other settings, you know, like jungle setting, for instance. I think there are lots of places that you could find that are remote and explorable. That's what this is all about. You know, you find places to explore that not everybody has explored. (*Multi-day User Interview ID#113*)

(*In response to whether there is anything that makes the area different from other parks or wilderness areas that they're familiar with*) **R1:** I think it's mainly the remoteness. I was really surprised to hear that, is it true that Denali is the most visited national park? Or, there was, it was the most something. **I:** *Probably the most visited in Alaska, for sure*. **R1:** Yeah, maybe, yeah, because that could be. I mean, but it surprised me because the remoteness. I really appreciate the remoteness. I think it's too bad what some of the other national beauties in our country have become places to sort of hang over a guardrail, staring, and as of now you can't do that here that I know of, at least not the upper part, this part of it. (*Multi-day User Interview ID#127*)

Self-Reliance

R1: The best part for me, John must tell for himself, was when we were alone on the way to the summit was the best. **R2:** Yeah, I agree. **I:** *How come?* **R2:** Then you are climber ... **R1:** Because we felt a little bit, all the other turned back and we did it on that day and it was good for us. (Multi-day User Interview ID#122)

R1: When I left for that hike, I kind of realized, I felt really uneasy that Jake was by himself. And then I felt really uneasy again because Jeff was by himself. And then I realized that I was going to be by myself and we're in grizzly country. But I also was confident that each one of us could take care of ourselves and knew what we needed to do in tough situations. And I also knew that these other two guys would be enjoying their time by themselves and kind of like a burden came off is that when all three of us are together we're responsible for each other's safety. But as I was hiking up into that pass, that responsibility went away for eight hours and the only thing I was responsible for was myself and didn't really have anybody else to worry about. And that was kind of a relief for eight hours, even though there's strength in a pack of three people. At the same time it's a little bit of a relief to only have yourself to worry about. (*Multi-day User Interview ID#118*)

R1: And, well, I believe that I'm a kind of powerful woman. But in lots of climbers I'm kind of one of the weakest climbers, slower and even with women. I believe I'm one of the strongest woman in Japan. But there's lots of women in the tour, in the party, but I couldn't find solo women climbers. But other climbers seems much more stronger than I. So that, how can I say? That broke my ... **I:** *Pride?* **R1:** Pride, yes. Yeah, so it's kind of shock for me. But this was my dream. Yes, this is my dream. And it's wonderful to dream, dreams come true. Yes. So that climbing thing is one of the impressed time for me. And, of course, the storm day broke my pride as well because I believe that I could do it, anything on my own, but I couldn't. And after that I just kind of following some friends I met in that mountain. And I thought I'm not like a solo climber. But if I needed, then it's better to ask them some help. (*Multi-day User Interview ID#136*)

(*In response to* w*hat was the best part of their trip in the backcountry*) **R1:** I don't know, all of it. **R2:** Solitude. **R1:** Yeah, yep. Just being with the four of us. Having to make all these decisions for a period of time. (*Multi-day User Interview ID#101*)

R1: That would probably be the most memorable thing. We were roped together, our party of three and I was in the middle, our partner, Greg, was in the front, and Eli was in the back. And Eli fell into a crevasse the second time. This is the second time he fell into a crevasse. And I turned around because I felt the tug on the rope and he just had this expression of, like, oh my gosh, what do I do? I'm stuck, like. And I didn't even acknowledge it immediately. It was like, it took a second for it to sink in and then I realized what had happened, got him out. That was memorable. (*Multi-day User Interview ID#116*)

R1: Two of us, Jake and I, made it across the river and left a cache and came back to find out that our porters felt that they were going to be unable to cross the river. So then we were faced with the decision of carrying all of our stuff several times back and forth across the river or abandoning the trip, and decided that it would take ten days worth of work to reach the glacier by ourselves without our porters. And it was just too big of a risk to take. But we decided anyway to

keep pushing up towards the pass to the glacier and at least hiking the trail to the base of the mountain and get to see that so that we could know what we had to look forward to for the next time, because we definitely want to do it again. So we spent three days and made it through McGonagall Pass onto the glacier and then hiked back out in one day. It's a rugged hike, but a beautiful one. (*Multi-day User Interview ID#118*)

R1: It's like, okay, if we get in a hole here how is this going to, I don't want somebody to have to risk their life to come and save mine, you know. I guess our credo has been kind of, don't get yourself into a situation you can't get yourself out of. And, thus, a lot of crevasse rescue and stuff, because it wasn't something that I wanted, Jerry's in a hole, help, you know. Well crap, there's nobody around. And there's not going to be on this lower today. And so I didn't want anything to do with that. (*Multi-day User Interview ID#128*)

Challenge/Risk

I: *What was this trip like compared to other mountaineering trips that you've been on?* **R1:** The hardest one. As I say, I already climbed Elbrus in Russia, Kilimanjaro in Africa, Aconcaqua in South America. And this one was harder than the three others together. It's considered a very hard mountain, one of the coldest in the world, so you really should respect it. I think like it should be enforced that people that go there know what they're doing. I do think that. (*Multi-day User Interview ID#106*)

(*In response to* w*hat was this trip was like compared to other climbing trips*) **R1:** It was a lot harder. **I:** *How so?* **R1:** I mean, people were explaining the pressure difference from the northern latitude so altitude actually affects you more because I've been to 19,000 feet a couple of times elsewhere. But it felt higher up here than, I'm from Colorado, a lot of 14,000 foot peaks there, fourteen thousand feet here in Alaska seemed much higher, which was cool. (*Multi-day User Interview ID#111*)

R1: I think the route was kind of, that's probably what I'll remember the most, also, because, I mean, it was definitely challenging. **R2:** It was harder than we thought it was going to be. **R1:** Yeah. **R2:** The climbing was, the protection wasn't all that good. And it took longer to do each pitch than we figured. We were kind of thinking, oh, we'll just be able to run up this thing. Well, not even hardly, you know. Every pitch had a certain element of seriousness to it that kind of caught both of us off guard, I think.(*Multi-day User Interview ID#114*)

R1: … we went to ten something, up the Northeast Fork. And it was really, a lot of like punching through, like crossing the upper icefall was really hard. **R2:** Went through a lot of crevasse field, punched through a few times. **R1:** And then ... **R2:** Went through a maze. **R1:** It was like a maze going through the crevasse field up there. And then spent a night at the base of the coulior. The next day we hauled our sleds and our skis up to the top of the coulior and then we ditched our sleds there for the night and then we went on to the top of the first ice dome, which is around 13,200 and spent three days there because of storms, 50 mile an hour winds and then went back down. Got our stuff, brought it back up to the top of the first ice dome. **R3:** And more bad weather, the same bad weather. **R2:** Yeah. **R1:** Fifty mile an hour winds. The next day we started

out in 50 mile an hour winds but they stopped like three hours into our go and we made it to the top of the second ice dome with our first load. And then we came back, slept. The next night we hauled everything, the next day we hauled everything to the top of the second ice dome, which is at 13,200, no wait, 13,500. (*Multi-day User Interview ID#107*)

R1: I think Denali's a unique place. I mean, not only is it the highest mountain in North America, but it's so far north. The latitude, it's just a harsh place to be sometimes. And, I mean, a mountain's a mountain. You can get bad weather. You can get difficult conditions on any mountain. But I think Denali is probably, at least from my perspective in climbing and especially in guiding here, one of the more difficult places to be, especially the upper mountain. You compare it with something like Rainier, you know, down in Washington, that's a national park also and lots of people go there. But if you want to climb Rainier, you know, you're going to put in a few days, three to four, maybe five days or something. I mean Denali, you've got to put in a couple of weeks, maybe more. So that takes a lot more out of people. Asks a lot more of people. A lot more planning, preparation, experience. (*Multi-day User Interview ID#119*)

R1: A lot of people have a lot of anxiety about the fixed lines and what that means. It's a little bit technical. It's not really, for most climbers it's not really any big deal, but if you haven't experienced it before I think combined with altitude and the weather that you can get up there it can be interesting. (*Multi-day User Interview ID#119*)

R1: It's interesting, though. There's, it sounds kind of like a botched up trip, but at the same time that's what Alaska does to you. That's what we came for is to kind of experience this adventure. But it takes, we also learned that when you're traveling through terrain that rugged that can change that quickly and just be so harsh and rough on you that it takes a couple tries to succeed at a trip. And you learn the landscape and what the land can do to you the first time. And the next time you're ready for it. (*Multi-day User Interview ID#118*)

(*In response to how they would describe the area of the Denali backcountry that they were in to a friend who was thinking about visiting*) **R1:** I would just say massive. **R2:** Heavily glaciated. Be prepared to, with rope skills as far as traveling as a team and heavily glaciated. Dangerous, definitely. (*Multi-day User Interview ID#116*)

R1: We had a couple of scary incidents on the river (*accessing Mount McKinley via the Muldrow Glacier*). Jake took a dip and I took a dip, and it's not a fun river to fall into. There's a high volume of water flowing through there at about 33, 34 degrees Fahrenheit, and it's a shock to the system. But it's the kind of river crossing where if you do it once or twice you learn the methods and the flow of the river and it's something you can be quite confident that you can be able to do again. (*Multi-day User Interview ID#118*)

I: *And you told me, too, that on your way back up here one of your team members fell in a crevasse.* **R1:** Yeah, actually, that was pretty difficult, too. That just happened like, I don't know, six hours ago. **I:** *Tell me about that.* **R1:** Basically we were walking back and we felt the, I was in front and the other guy was behind me, the guy who fell in was last in the line and just like felt a tug on the rope and turned around just in time to see his head go under. And I guess basically just did like the normal crevasse rescue from there. He was able to climb out. He was uninjured.

But we lost his sled that was full of, like, our extra food and some trash and some other stuff that ended up falling down in the crevasse, so that was kind of a bummer. **I:** *Yeah, was it kind of nerve-racking putting those skills to use?* **R1:** Yeah, it was definitely one of the scariest moments of my life, I guess, and I'm sure it was even worse for him, being stuck in the crevasse. But yeah, everything went really well. We worked really well together getting him out and getting his pack out and everything. So it ended up good in the end. I guess it was kind of a learning experience. (*Multi-day User Interview ID#129*)

I: *Yeah, how did you feel about the death that occurred while you were out there?* **R1:** I was in shock [Inaudible]. **R2:** Yeah, we'd gone past that point. **R1:** Yeah. **R2:** And so it was shocking to know that it could have just happened at any point. We didn't have to just kind of worry about the same thing. We had to worry about the crevasses coming across the lower glacier because they were all opening up. And any kind of danger like that is, you just want to get it done really. You've got to go over the glacier and you've got to go around Windy Corner, so you don't really want to know about it. But, yeah, I think it's just a risk that you take, I suppose. Yeah, it's not good. It's nothing, yeah, I don't know. **R1:** It makes you think just basically like you better be more careful. **R2:** It's a bit of a wakeup. We didn't actually have any major problems with our physical selves up to that, well, for the whole trip, and it does wake you up that, you know, even though you feel great each day or, you know, accidents still kind of happen. And that was a guided group as well. So, you know, you're not 100 percent safe at any point really. (*Multi-day User Interview ID#135*)

I: *How would you describe that area of the backcountry that you were in to a friend who was thinking about visiting?* **R1:** I'd say it'd be a great place to go and ski tour because the scenery is just magnificent. The Ruth Gorge is just out of this world cool. Great big huge walls jutting right out of the glacier and there's just so much stuff to look at in there, you know. And the climbing's good, too, but I wouldn't recommend going in there unless you were a pretty good rock climber because everything is kind of on the serious, steep, hard side, you know. There's nothing really soft about the climbing in there. **R2:** Yeah, I mean you have to be a good rock climber or a fairly, really pretty good mountaineer, too. I mean you can't be a beginner and go in there. (*Multi-day User Interview ID#114*)

Medical Issues & Rescues

R1: And I was having horrible foot problems. **R2:** I think we all had ... **R1:** Well, I had these leather ski boots at 11,000 feet that we attempted to warm up for a couple hours before I put them on, and it just shouldn't have even been done. I shouldn't have even put my foot in them because it kind of screwed me feet for the rest of the trip. And I usually have a really high tolerance for pain and I tried to tough it out as long as I could, and I kept them on way much longer than I should have, and it, yeah. **R2:** It was the cause of a little bit of grumpiness. (*Multi-day User Interview ID#117*)

(*In response to what was the worst part of their experience*) **R1:** For me it was just being sick. One day I was feeling flu-like and I just felt helpless and it was, it's not good. You can't really

enjoy yourself. And it's a really humbling experience with, that was about it. (*Multi-day User Interview ID#118*)

R1: And John had, also had a medical problem at the 4,300. He had an abscess that was so big and then we thought, yeah, it's over, end the climb. **R2:** It was that big that even one eye was really closed. **I:** An abscessed tooth? **R2:** Yeah, abscessed tooth. **I:** Oh, wow. **R1:** But he took some pills and after a few days it was better. (*Multi-day User Interview ID#122*)

R1: And then up around 18,000, so we were climbing through the, the route we were on, climbing through some rocks and ice mixed together and then we hit what's called the Orient Express, the big couloir. And about halfway up that one of the clients started throwing up and he was dragging a little bit behind or he was, we could tell he was struggling, so the guide sort of talked to him about, you know, whether he should go on or not and they sort of jointly decided he better go down. So one of the guides took him down and the three of us continued on. (*Multi-day User Interview ID#127*)

I: *And you said the whole group didn't go, so how many people ended up summiting?* **R1:** Yeah. We were seven that made the summit of nine. Seven clients. And two clients didn't make it up. And one guide had an injury so he had to stay at 14,000. **I:** *How come the other two clients didn't make it up?* **R1:** One of them had a hip replacement and so he had really a lot of trouble going down the hill. He didn't even make it up to 11,000. They said, you know, it's best for you to go back. And the other guy was sick like at high camp, so he had to go down to 14,000. He was sick. You know, he was eating and having a lot of headaches and signs of mild AMS, but before it gets bad. (*Multi-day User Interview ID#131*)

(*In response to whether there was anything in particular that affected their enjoyment of their trip, either positive or negative*) **R1:** No. Just the effect of the altitude on myself. You know, I wouldn't do it again. It's just too ... **I:** *You wouldn't do it again?* **R1:** I would not. It was a very difficult experience, really, at that altitude. Once we got over probably ... sixteen, 17,000 feet, you know, the atmosphere is so rare that it just wasn't for me. I mean, I like to be able to breathe air, you know, not half air. Other than that, yeah, I mean, it was a great experience because of where we were. It was just difficult because of the harsh conditions of where we were and, you know, I wouldn't do it again. But maybe some of the others in the party might. (*Multi-day User Interview ID#113*)

Community

R1: Meghan had a friend tell her before we went out that it was important to keep in mind that we're going to have fun and that Denali is a social scene. It's not the, like, natural environment. You know, you're more, there's times where you feel like you're alone out there, but most of the time you're surrounded by people and so it's important to keep in mind that you're, you know, it's kind of a party up there. And so I think it was good that we brought the hula-hoop. (*Multi-day User Interview ID#117*)

R1: Just sort of, it's funny how you kind of, like, I don't know, it kind of becomes a little bit of a community kind of. Like you know go have like hot drinks with one set of people one afternoon and then the next afternoon they'll come have hots with you, hot drink or whatever. And then spent a lot of the time while I was hanging there with the other RMI, other Rainier Mountain guide groups, just kind of hanging out with them because I knew the guides, you know, because I'd worked with them in the summer, and so just ended up being sort of hanging out with them and just doing a lot of sitting around and waiting. (*Multi-day User Interview ID#108*)

R1: So our research was pretty simple, but it did entail trying to recruit all the climbers at 14 to do a basic interview and then a blood draw. And that was, I think, one of the most interesting parts about our experience on Denali is that it wasn't just about climbing but we really got to meet all sorts of climbers, most who are much better and experienced and some who were doing a lot of more crazy things, skiing down or trying different routes. Meeting a lot of different nationalities up there, too. (*Multi-day User Interview ID#110*)

R1: For the most part I've always had really positive interactions with other people on the mountain. The climbing community is, it's kind of small in a lot of ways. You run into the same people, especially as a guide, from Alaska and South America and Europe. And that's always kind of neat because you get to catch up with people and they've been who knows where and you've been who knows where and so you've got plenty of stories to share. And there's just always all kinds of interesting people coming along in all the camps and everybody's got something to share. So it's pretty cool that way. (*Multi-day User Interview ID#119*)

R1: And also we make snow ... **R2:** Snowman. **R1:** Snowman. **I:** *Snowman.* **R1:** At the Edge of the World. **I:** *Oh, you did?* **R2:** Two of them, yeah. **R1:** We [inaudible] crew, commercial expedition, who were on the Edge of the World at the same time. **I:** *Neat.* **R1:** Fun things. (*Multi-day User Interview ID#134*)

R1: … the next day was kind of storm and just, not too cold, I didn't feel that place is very cold, but because of the snow I have to dig out my tent from snow. And first day was okay. It was, yeah, heavy snow, but it was okay. I thought I could handle it. But the next day it was terrible. And one of the Japanese guy who's in (guided group) in Talkeetna. I'm not so sure the name of the agent. But his guide said to him that it was terrible and it's unlikely along the camp level that we have tons of snow. And at that time I couldn't handle by myself. And tried to help my tent from the snow. But I couldn't so, and some guys helped me. At one time I asked one guy to help and, yeah, he helped me very much. And other guy just come down and ask me to help me and I asked him to help, yes. (*Multi-day User Interview ID#136*)

Group Dynamics

(*In response to which part of the trip will be most memorable?*) **R1:** Like I said, the people, because I do a lot of these trips. It is a job (*guiding*) for me, so, you know, the scenery's always good, but the people, like I said, are what make the trip for you when you're out there working. (*Multi-day User Interview ID#104*)

(*In response to whether there was anything in particular that affected the enjoyment of their trip, positive or negative*) **R1:** Good weather. **R2:** Yeah, the weather was good. Todd was fun to be with. We hadn't really been on a big trip together, so we had a good time, laughing and having a good time. Not being too serious about it. **R1:** I didn't have to read my book at all. (*Multi-day User Interview ID#114*)

R1: Our whole group stayed together and made it to high camp and attempted to summit which, as a guide I felt pretty good about. A lot of times we lose one or two. And I like to keep the group together when I can. It definitely provides a better experience for everyone. Really look to have good communication and cohesion in a group. It can be a lot of fun because you get to know people pretty well after being in very close quarters with them for two and a half to three weeks. We get people from all walks of life. (*Multi-day User Interview ID#119*)

I: *Yeah, so how were the group dynamics?* **R1:** Really, really good, yeah. I mean, the other climbers aren't people who I'd be best friends with, but they were just absolutely fantastic to share a tent with and the guides were very, very good. I've done other stuff with Alpine Institute and been very impressed with their guides. (*Multi-day User Interview ID#127*)

(*In response to whether there was anything in particular that affected their enjoyment of the trip, either positive or negative*) **R1:** I guess not in particular. It just was awesome altogether. Everything pretty much went well. We did lose one of our partners. We had a group of four originally, but one guy bailed after the storm at 11,000. Other than that everything went perfectly. **I:** *He came back down by himself?* **R1:** No, we sent him down on a rope team with another group that bailed after the storm. **I:** *Yeah, how was that, losing a group member?* **R1:** It was kind of a bummer, but I think he was ready to come down anyways. So it wasn't too bad. **I:** *Did it affect the team dynamics?* **R1:** Yeah. I think it actually helped us move a bit faster. I think we actually worked better as a group of three. (*Multi-day User Interview ID#129*)

R1: I don't know. It's hard to quantify what the challenges were. You know, being with a group of people that you've never met before in a tightly [inaudible] area that you can't run away from. That's a bit of a challenge, but they were good people so it wasn't too hard. You know, when you're rained in or snowed in you're spending four days in a tent with two other people. That can get a bit claustrophobic, but it wasn't too bad. (*Multi-day User Interview ID#105*)

R1: And so as soon as they realized they couldn't cross the river (*accessing Mount McKinley via the Muldrow Glacier*), and they weren't really friendly with us to begin with, they just took off and left and sort of abandoned us. And we certainly would like to track them down and spray a can of bear spray in their face. I mean, we're not that violent of people, I just like to say it. So, and then you want to talk about backcountry experiences and a lot of it has to do, I mean, people write about it all the time and social situations in the backcountry or with small groups and this certainly was a classic example of how a team does not work effectively when you have three people who are extremely envious of what you are doing and feel that they can do it better than you and are constantly questioning every move you make instead of just being, you know, listening to us and being extremely supportive and following the plan and executing it. And that's kind of how it failed. They failed us and at the same point, like it's our failure too for not assessing the situation. (*Multi-day User Interview ID#118*)

R1: One of the persons has been my friend for 15 years. The other two were, you know, acquaintances that I knew that were interested in coming and so, yeah, that was one of the problems with the trip is the compatibility. (*Multi-day User Interview ID#125*)

Learning

R1: Did some things in Talkeetna that we normally would have done at base camp, such as just orienting people to the glacier and talking about technical systems and ropes and management and all that sort of stuff. So we actually kind of hit the glacier running because we wanted to make up a couple of days of our schedule. (*Multi-day User Interview ID#119*)

R1: And we spent a lot of time in the first couple days just reminding people to where they are, the environment, how to take care of themselves and other things like leave no trace, how to deal with garbage and waste on the glacier so that we're not leaving behind a bunch of stuff that other people are going to run into, using the CMCs that the Park Service provides. (*Multi-day User Interview ID#119*)

(*In response to what will be most memorable?*) **R1:** The learning. **I:** *What did you mean when you said learning?* **R1:** Oh, I think these mountains here, you have to learn to read them and learn when to go and when to make decisions and that's why I think a lot of people I run into, you know, the funny thing is up there, they always ask you, first time to Alaska? Like they know you will be back because your first time may not be quite what you thought it was. And I think even if you have success you'd be back because you had success. So you're either coming back because you had success or you didn't, so ... (*Multi-day User Interview ID#103*)

R1: And we then spent the next six days, five days, I guess, doing various courses, two days of which we were virtually snowed into the tents. So we did, what did we do? We learned crampon work, the rope work, belaying, prusiking, glacier, actually it's just the topography of the terrain, how to assess it, glacier rescue, crevasse rescue and that was kind of it. (*Multi-day User Interview ID#123*)

R1: Well, I've never done any courses before. I'm not actually a particular climber. I've done a fair amount of trekking and I haven't done any courses with them. That was the point in doing this was to say, well, if I'm going to do anything more all the places I've trekked to, like in the Himalayas you get to a certain point after which you need more skills. So I figured I would do this course. (*Multi-day User Interview ID#123*)

R1: The point was for me that I wanted to learn something different and I wanted to do it in a place that I wanted to see. Two for one. And that's what I got. I liked it very much. (*Multi-day User Interview ID#123*)

Weather

R1: You know, the worst part would have to be things that I'd been a fool not to expect. Like the windstorm was bad. But it was really miserable and we had no idea when it was going to end. We didn't know if it was going to be two weeks there or, you know, another hour or another four days. But that's part of the experience I wanted, in a way, I mean retrospectively. (*Multi-day User Interview ID#127*)

R1: We had horrible weather. **I:** *Tell me your story.* **R1:** Our story's a bad one. We flew ... **R2:** Late flying in. **R1:** Yeah, we were a day late flying. I think we ended up on the glacier on the 9th. We got caught for six days at 11,000 feet. We got caught for another six or so at 14,000 feet, and basically ran out of time. So we had poor weather. (*Multi-day User Interview ID#102*)

R1: May 8th. May 8th flew in. Packed my stuff on the sled. Walked that day to 7,800. Next morning walked to 11,000 single carry. Then stayed there for three nights, or two nights. And then took a carry up to 14,000. Came back to 11,000. Then from 11,000 went back to 14,000 the next day and moved there. Stayed at 14,000 for an ungodly number of days waiting the weather out for like, I think it was like 10 or 12 days. (*Multi-day User Interview ID#108*)

(*In response to whether there was anything in particular that affected their enjoyment of the trip, positive or negative?*) **R1:** Oh, just the storm was, I mean, the weather this year was kind of bad, you know, so, but, just, I mean, it was just like pretty much 50 hours of continuous or more than 50 hours of continuous snow and rain. So that wasn't very pleasant. But, you know, that's just kind of, I guess that's just how it is, so. (*Multi-day User Interview ID#121*)

R1: The conditions were fine. In fact, I was overdressed and it was hot. And I kind of expected all the sunshine so I had a big hat and a white bandanna, white shirt and it was a good thing because the first several days it was really hot during the day. I think a lot of people weren't prepared for that. (*Multi-day User Interview ID#111*)

R1: It was the last two days, last three days. We have given everything on the mountain and then we had to wait three days in a tent at the airstrip. **R2:** And it was really in the tent because it was snowing so hard and then raining so hard that you never could, you only could stay in the tent. (*Multi-day User Interview ID#122*)

I: *What would you say was the worst part of your trip?* **R1:** The storm. **R2:** Yeah, 11,000 probably. **R1:** Just constantly having to dig out snow. You can't get on top of it. Every hour you have to go out and dig your tent out. **R2:** We thought the tent was damaged as well at one point, so that could have been a potential. **R1:** Yeah. **R2:** Also our burner was blowing out for that point, and that's the other thing that could have made us turn around. **R1:** If any of those things go wrong you have to come down. **R2:** Any kind of threat on your bid. Lost some fuel cans but found them again. That could have also done it. Everything went wrong in that camp basically. (*Multi-day User Interview ID#135*)

I: *Was there a worst part?* **R1:** Yeah. I think after one snowstorm we spend in the medical camp, which was at 14,000 feet, it was two or three days snowstorm and we were quite exhausted afterwards. We were not able to cook that much because of stormy weather and so forth. And it was, after that storm we were really, really exhausted. (*Multi-day User Interview ID#126*)

I: *Yeah, tell me about being up at the 14,000 camp.* **R1:** Well, we were just up there for a carry. And then the storm hit and that's kind of when we bagged it. We were at 11,000 when the storm hit. We probably got two and a half feet of snow. And it was posthole stuff. We were having a hard time keeping the tents dug out. The tents were getting buried really easy and it was ... **I:** *Through the night?* **R1:** Oh yeah. It was pretty intense. (*Multi-day User Interview ID#125*)

I: *Was there any one camp where you had to spend a good deal of time because of the weather?* **R1:** Yeah. There was, I can't remember what it's called, the Apex camp maybe. There was a big windstorm that everyone's talking about and we were on the ridge and we spent an extra night there, basically. We basically spent two nights holding the tents up, sort of waiting for morning to come. Morning coming didn't really make any difference either, so that was the part we had backstroke time. (*Multi-day User Interview ID#127*)

R1: There's usually something that goes wrong on every trip. Last May I was up on the Moose's Tooth climbing and a lot of the climbing I do up there is the technical climbing so if conditions are bad you can't do it. You know, you can't play with the weather, you just have to follow what it does, and all trips are like that. You know, you can only climb if the weather's right and this one was just like that, except we didn't get to climb at all. (*Multi-day User Interview ID#124*)

R1: And then during the day it rained, so for two days we were stuck there in rain, not wanting to travel across crevasses with rain. And I don't think it was going below freezing overnight even. Then it turned to snow and it was a little bit colder, so we came down, that would be the seventh day, late on the sixth day, maybe. And made a single carry out back to base camp where we waited two days in whiteout. (*Multi-day User Interview ID#132*)

R1: And high camp's hit or miss. It's all weather, weather and group strength. This last trip we had winds, winds, winds, and some snow. And not really any good summit days. We made one push from high camp to Denali Pass after a couple of rest days and we had fifty-knot winds at the pass, we turned back. I think that was a good experience for the group because they got to see why we didn't go any farther and what it can be like on the upper mountain on a summit day. (*Multi-day User Interview ID#119*)

I: *How did you make that decision to come out?* **R1:** Well, we decided that now we'd been sitting there so long that we didn't really, we were a little burned out on just being there. It was just a straight shot like that, usually you get up a little ways. So we decided to go back to the Kahiltna base where we had left some food and some gear and we were going to check with the weather, what the forecast was going to be, and then ski up the glacier towards Denali and see, find some other stuff, smaller stuff and just get a little bit of something in before we go. But we got there and the weather report was snow, snow, and snow for the next six days. And that's about when we were originally planning to come out, so we just decided to come out. (*Multi-day User Interview ID#103*)

I: *So can you tell me about your trip from when you flew out to when you got back?* **R1:** Well, we just had to wait here for like a day and a half, essentially. Managed to fly in, like it's the only flight that day, actually. Pretty much sat around base camp for a couple of days. Then the

weather cleared up and we tried Cobra Pillar, but just decided that it's a bit too hard. So we came back, rested. We went to do Eye Tooth and we didn't finish last four or five pitches because the weather was starting to change also, so we started repelling down. And that's about it. Then we came back and a big storm hit and after that we just decided, well, it's just kind of a bad season so we decided just to fly out. (*Multi-day User Interview ID#121*)

Patience

R1: Be aware that you're there to wait. There's people that go there with three days and they never summit, and that's because they don't give enough time. Going to a mountain is not like going to Disney World where you pay a ticket and you have fun. You have to wait and respect the mountain, I think. And a lot of people don't do that and that's why you see we have 14 percent of summit success. That, I think, is not professional people and not enough time to wait, I think. (*Multi-day User Interview ID#106*)

R1: But we just had like three days out of ten that we had visibility and we skied around a little bit and we attempted to get up into the route, but the snow conditions were just too unstable for us. So we hung around and it was just a, basically an experience of stamina to stay focused and try to make the best of being stuck on a 20 by 20 patch of snow. (*Multi-day User Interview ID#103*)

R1: Well, we had been stuck for many, many days at 17 by this point and we were pretty, starting to feel tired and worn down and it was our seventh day up there and the day before the weather had started to clear, but it looked really, really windy. And we had opted to hang out in camp because it was really, really nice down low and looked windy up high. We said, well, we'll just wait for tomorrow. We heard the winds were going to die down, the weather was going to get better. And the next day the winds didn't die down and it was our last effort or our last chance to make an attempt. (*Multi-day User Interview ID#117*)

I: *Yeah, how did your group feel about not summiting?* **R1:** We had a couple people that were pretty frustrated for a period of maybe a day or two when we were just basically tent-bound waiting for the weather to do something so we might at least have a shot. Another factor was some other teams were actually trying it. And I think it was hard for a couple of them to sort of just sit in the tent and watch other teams give it a shot, even though they had confidence in us, in our skills, and our decision making process and why we weren't actually trying that day. (*Multi-day User Interview ID#119*)

R1: Oh, just the weather was bad, you know, but that's the bad part about flying into some area, because I've done, you know, like if you were in the Alps or you're in Canadian Rockies, if the weather is bad in one area you can always move and travel to another where usually weather is better. You know, here you're committed to this one area so you have to sit out the weather. And, you know, that's the difference I see, you know, as far as, but, you know, it's kind of the same thing. (*Multi-day User Interview ID#121*)

I: *What was the storm like?* **R1:** Storm? Storm was horrible, you know, because we have very small tent and, you know, three people in a small tent for three days. It was very good experience about patience, you know. But we did it. It was good. (*Multi-day User Interview ID#130*)

I: *Was there a worst part of your trip?* Worst part? **R1:** Worst part? I think it was to wait for the good weather during the bad storms, yeah. I don't like to wait. It's really boring to wait in the camp. (*Multi-day User Interview ID#112*)

R1: You know, we had a bad blow for a couple of days, but that was no big deal. And, I mean, that's part of it, to me, and I was expecting that. You're expecting to sit and stare at each other, you know, play cribbage until we couldn't play cribbage anymore and that type of stuff. And so, you know, in hindsight, it was good. (*Multi-day User Interview ID#128*)

I: *Was there a worst part at all?* **R1:** Maybe that first day of us trying to summit. That was maybe the worst. **R2:** And also the prolonged stays in the tent during the blizzards. **R1:** Yeah. **R2:** Since we were stuck in camp one for four days and for three days in the medical camp because of the snowstorms. **R1:** Yeah. **R2:** I found it really boring. **R1:** Yeah, it was boring, really boring. **R2:** With nothing to read and ... **I:** *Yeah, how did you pass the time?* **R2:** Sleeping and singing. **R1:** Singing, yeah. And shoveling the snow off the tent. (*Multi-day User Interview ID#134*)

R1: This is a lot of waiting as well, whereas normally we just do something that's constant for a few days. But this you have to spend time just waiting, having rest days or waiting storms out. So that's the difference. **I:** *How was that?* **R1:** It's boring. You just have to spend your day making water and eating. **R2:** Playing chess. **I:** *Did you expect that?* **R1:** Yeah, we knew it was going to happen, yeah. It happens. **R2:** It's still hard though, even though you expect it. Just to sit in a tent for, we were in the tent for about 55 hours or something at one point, just in a row and you're dying to get out and climb something, but you can't. And you can't go down. It's a bit dull. **R1:** Yeah. **R2:** Yeah, even though you expect it it's still difficult to try and deal with. (*Multi-day User Interview ID#135*)

The Summit

R1: The best part, when you get to the top. **I:** *Yeah. Tell me about that, at the summit.* **R1:** Yeah, we summit, yeah. We were just behind two American guides to the Denali Pass and then we passed them and we were the first to Denali and we stayed about one hour there on the top. It was not really cold. And the view was beautiful, weather was really good. And yeah, it's nice. Nice place, especially when you are the first and you stay one hour there. (*Multi-day User Interview ID#112*)
I: *What would you say was the best part of your trip?* **R1:** Getting to the top. **R2:** Yeah. We managed to spend quite a lot of time on the summit, which I was surprised about, because it was nice weather. We got about 50 minutes up there or something. I was expecting about ten. (*Multi-day User Interview ID#135*)

I: *What do you think will be most memorable part of your experience?* **R1:** That's a tough one. I mean it's probably cliché to say, just the top, but it probably will be, I think. (*Multi-day User Interview ID#135*)

R1: Best part, I think the journey from high camp to the top. That make me feel many things. Like I said, it was very fine day and no reason to quit, but for some reason I couldn't walk very fast and if it's not in Alaska, the long night, then I had to quit because it's getting dark and you've got to climb up, but because of the long daylight, yeah, I could make it. And it was, this is my long, long dream. (*Multi-day User Interview ID#136*)

I: *How come you think that's more important, having a good overall experience rather than reaching the summit?* **R1:** Because the summit's just a little 20 foot place on top of a mountain that occupies maybe five minutes of your time and maybe an hour of your time, depending. But it certainly doesn't substitute for the experience that you have two, two and a half, however long it is, weeks between when you start the trip and when you actually stand on the summit. (*Multi-day User Interview ID#119*)

I: *Yeah, tell me about the summit day, just being on the summit.* **R1:** You know how I told you we did it in one day from basin camp. It was very long way and I was very tired on the summit, but I am very happy we make it. **I:** *Did your whole team make it together?* **R1:** No, just two people did it. It was perfect, I think. I was very tired but it was nice. (*Multi-day User Interview ID#130*)

I: *Tell me about the summit day.* **R1:** Summit day was, I had expectations to be harder than it was, but it wasn't as hard as I thought it would be because maybe I was psyching myself to be way, way, way harder, but it was really nice. It was definitely hard. But it's really nice getting up to the summit ridge and seeing everything, so that was fun. I didn't feel at all, you know, threatened by the surroundings, you know. It was, I felt really comfortable and it was fun. It took us eight hours to go up to the summit and four hours down. (*Multi-day User Interview ID#131*)

R1: Oh, which part was the best? It's hard to say because the best was, I didn't reach the best part, probably. You know, all the road to the high camp was very hard work. So it's hard to say if it was one of these parts was the best. So the best is still waiting. **I:** *You think the summit would have been the best?* **R1:** Maybe. Maybe if I come back, if I summit, it will be the best part. (Multi-day User Interview ID#120)

R1: So we turned around and other people summited that day and it was really, really cold and really, really windy. **R2:** And they couldn't see anything. **R1:** They didn't see anything. And that was a big thing for all of us. It's like, why get to the top of it and look out at nothing? You know what I mean? **I:** *Uh-huh (affirmative response). So you weren't too disappointed?* **R2:** Not at all. (*Multi-day User Interview ID#117*)

Natural Environment

I: *What would you say was the best part of your trip?* **R1:** Oh, just seeing the mountains. I mean Denali, Hunter, Foraker, they're all fantastic, and all the glaciation and just the environment was the best part. (*Multi-day User Interview ID#111*)

I: *Which part of the experience do you think will be most memorable?* **R1:** Oh, I don't know. It's kind of hard to tell. Because climbing is kind of like, you know, when you're, like, 30 hours on the go it's kind of like a blur, you know. I don't know, it's kind of, some of the climbing we did was really, really remarkable, like a position, just a beautiful tower. And just, you know, the scenery. I mean, there's just, when the weather clears up, I mean, it's just fantastic. So it's just worth going just for, you know, even sightseeing because I've never been to that part of the park. So that was, you know, one of the things, just looking at the gorge, looking at Mount Dickey, you know, and all these peaks that I read about. It's just looking at them live, you know, it's awesome. (*Multi-day User Interview ID#121*)

I: *Which part of the experience do you think will be most memorable?* **R1:** For me it's always the scenery. That's the primary thing. I mean, I'll remember what I learned. But in terms of the experience, it's just a very beautiful spot and I will remember that. I keep pictures in my head. (*Multi-day User Interview ID#123*)

R1: Just, also the one thing that there is in Alaska is that you're on a glacier. That's unlike any other areas, because even if you go to, like the Himalayas or something like that, it's still, you have a base camp where it's somewhere, it's, you know, off the snow and ice. And here you're constantly, you know, on the snow and ice and dealing with that. So that's kind of, you know, different. But besides that, you know, it's just kind of one of those things. (*Multi-day User Interview ID#121*)

R1: I think this is also hard because you're from the beginning in the snow. When you start, they drop you, you are in the snow. And you don't see anything anymore for 30 days but snow. **R2:** And also the camping, it was very hard. You are camping every day in hard snow and ice conditions. And you have to camp, well, winter camping. And make the walls around the tents. It's different from the another mountain. The elements of nature are very strong. **R1:** Yeah, winter cold. It's always with you and in Aconcaqua you have, for example, it's just on the highest camp. **R2:** The cold conditions, yeah. **R1:** The extra cold conditions. And this one, start even at base camp and you are already. (*Multi-day User Interview ID#122*)

I: *Is there anything in particular that you think makes it different from other parks or wilderness areas that you've had an opportunity to visit?* **R1:** Yeah. Just because, as I say, it's only a glaciated area. In other countries, mountain reserves, like, for example, Kilimanjaro, there's a mountain, there are forests, there are trails, there are like volcanic ash trails, there are all kinds of different environments and ecosystems. In Alaska, in Denali National Park it's just a glaciated area so it's not monotonous but it's a very unique place because it's only that and it's huge. So if you didn't have a plane access or it would be just like very hard to get there, you know. So it's absolutely unique in the world. (*Multi-day User Interview ID#106*)

I: *What was this climbing trip in Mount McKinley like compared to other climbing trips you've done?* **R1:** This was definitely the most beautiful mountain I've been on, just for the fact that the

size and the amount of snow and, you know, it was definitely the most beautiful mountain I've been on so far. I've been on mountains in Nepal. I've been there. And then, because, well, people live in the mountains over there so it's sort of different. Here there's no one here on the mountains that lives. And well in Argentina there was no snow really. There's some, like, glaciers. But in terms of snow it was like, you know, full on white here and it's like big glaciers and it's really fun traveling on the glacier. (*Multi-day User Interview ID#131*)

I: *What did you value? What was unique or special?* **R1:** Glaciers everywhere, and big, and large and really wild, without buildings, without roads and this is very special for that. (*Multi-day User Interview ID#112*)

I: *Is there anything that you notice that makes the area that you visited different from other parks or wilderness areas?* **R1:** Well, yeah. I mean, the whole, the mountain's huge. There's nothing like it elsewhere in the national park system, nothing that high and extreme. I don't even know if they do glacier landings anywhere else in the national park system. Yeah, unlike anything else. I mean, you know, Yellowstone and Yosemite, and Mammoth Caves. I mean, there's tons of great parks, but, Biscayne Bay, you know, there's nothing like Denali. (*Multi-day User Interview ID#111*)

I: *Yeah, what did you think when you took that plane ride in and saw McKinley for the first time?* **R1:** Well, we didn't saw McKinley until the summit, until the day after or the same day because of the weather. Always there's a lot of clouds. But it's all so extensive. It's very big, the distances all seems, you seem very small. It's a sensation and you feel very, very small. (*Multi-day User Interview ID#115*)

R1: It was amazing. I've never been on glaciers that big. I've been on glaciers in Europe and down in the lower 48 and different parts of Alaska, but never anything that huge. It's just overwhelming how big the glacier is, the glaciers. (*Multi-day User Interview ID#116*)

I: *Is there anything in particular that you think makes it different from other national parks or wilderness areas?* **R1:** Oh, just remoteness. I mean, and, you know, the size. I mean, you look at Mount Dickey, that's twice the height of El Capitan in Yosemite. The size is, like the only thing you compare it to is maybe like, I've never been, you know, to Karakorum or something like that, but, I mean, that's just, the size of the, you know, of the rock towers that are there, you know, like, you think about it. It's like, I mean, the only thing you can compare it to is Patagonia, you know. Yosemite is just so accessible. You can be at base of any wall within a couple hours of hiking and, you know, just it's not remote. This is like, at, you know, Yosemite, 10,000 years ago basically. (*Multi-day User Interview ID#121*)

I: *What was this climbing trip in Mount McKinley like compared to other trips you've done?* **R1:** Bigger. It is huge. And the scale, it looks like a Rainier from below and I was thinking about, I have a friend who I've climbed Rainier with and do other things with and the sort of high camp in Rainier, you get there in the first day, is like day ten here, even though it looks like, from a distance, the same size. So just the immensity and the scale is just really blowing me away. You see a spot, you think, oh that's 20 minutes walk and you're there in four hours, so the scale's really just absolutely astonishing. (*Multi-day User Interview ID#127*)

R1: Well, I'm highly biased, of course, because I love the mountains, but it's just an environment that's so different from our everyday living. It's really subtle in a lot of ways and really powerful in a lot of other ways and you really have to think about who you are, why you're there and what you need to do in order to exist in that place and just be safe, in order to be there and to witness a 20,000 foot mountain and what that entails. All the glaciers, all the rocks. It's a dynamic environment. It's changing all the time. It's moving, it's breathing, it's falling apart, it's avalanching. I think it just, it's good for people to step out of their little safe zone and to go to these places so it helps them realize who they are and what it means to be alive in this place. (*Multi-day User Interview ID#119*)

National Park

R1: Yeah. I certainly would say out of all the parks that I've been to, I mean, you take the NPS mission statement of, you know, for the benefit, the enjoyment of the people and also to preserve and protect, which is a ridiculous statement to be made. Let's just throw ourselves into a hole we can't climb out of. But this park kind of deals with that the best that I've seen. And I'm sure if I spent some time here and I worked here I'd completely disagree with what I just said, but I was impressed. Definitely impressed. Fortunately, I guess, well they definitely don't do as many tourists as some of the more popular parks. It's a little more difficult to get up here. (*Multi-day User Interview ID#118*)

I: *Would you describe it as a national park experience?* **R1:** Not your typical national park experience. At least not for me, at least from like a climber's point of view. But, you know, for tourists I think it would be your typical national park experience, yeah. **I:** *How come not from a climber's perspective?* **R1:** Well, I don't know, I mean, I've never really done much, like, climbing in national parks. You know, I think from a tourist's point of view it seemed a lot like all the other parks. Well, not like, it'd be presented to you in the same way, in a similar way. (*Multi-day User Interview ID#129*)

R1: Well, and it's, of course, different than your standard national park, just in that you don't have normal tourists sort of, I mean, everyone who's there knows what they're doing, hopefully. There are definitely some people who get sucked in thinking, oh, since there's so many people you don't have to know anything to climb this mountain. But for the most part it's people who are serious about the mountains and so in that way it's different. It's a different community that's called there. (*Multi-day User Interview ID#117*)

I: *Would you describe it as a national park experience?* **R1:** Not a typical national park experience. **R2:** No. **R1:** I really enjoyed what this park seemed to be for the wildlife and more for the people that wanted to enjoy the backcountry. I like the way people are bussed in. I like the fact that very few people go into the backcountry and the animals kind of rule the park. I think that's a really good way of running things. And the bus system is a really good way of doing things. It's not typical, but I think it's probably the best run park I've been in for those reasons. **R2:** Certainly. (*Multi-day User Interview ID#118*)

(*In response to whether they would describe it as a national park experience*) **R1:** Oh, okay. Yeah, no, I don't. Because national parks, in my experience, are things like lots of people and RVs and garbage problems and bear problems because of people leaving garbage around, so I think of the Yellowstone experience. And it doesn't, this seems too wild to be a park and I don't think of it as a park. I just think of it as a remote place that has a great mountain, or lots of great mountains in. (*Multi-day User Interview ID#127*)

I: *Would you describe it as a national park experience?* **R1:** Not in the common, no, no, because ordinarily, you know, you drive in with your family and your car and you pay at the gate and go find your camp spot and maybe they give you a pile of wood. I think that's what most people's national park experience is. It's definitely not that, from this side. I guess, you know, going up Wonder Lake or whatever it very much would be that, but yeah. (*Multi-day User Interview ID#132*)

I: *Did it seem like a national park, Mount McKinley?* **R1:** No, no. **I:** *How come?* **R1:** It doesn't. Because I didn't see rangers, you know, rangers like in other national parks. I think it's more friendly than other park. **I:** *More friendly?* **R1:** Friendly, yes. **I:** *What do you mean by that?* **R1:** Because in other national parks you can see warnings, you know. **I:** *Warnings?* **R1:** More camps and other things. (*Multi-day User Interview ID#130*)

I: *Would you describe it as a national park experience?* **R1:** That's difficult. I mean, oftentimes a national park experience, I mean, a national park experience can be a ranger station and some public toilets and a road that goes in and, you know, you're in the national park driving along the road, seeing the three things that you're supposed to see, going out through the gate. That's oftentimes what a national park experience is like, so no, not really. I mean I appreciate that it is a national park and that's great because obviously it means it's going to remain the way it is. But no, definitely more of a wilderness experience than a national park experience. (*Multi-day User Interview ID#105*)

I: *Would you describe it as a national park experience?* **R1:** That's a pretty good question. I never really thought of it as a national park experience. I thought of it as a wilderness experience, a desolate landscape experience. I know it's a park. Didn't really even consider that as part of the deal, other than NPS is everywhere. And they're wonderful up there, by the way. They've got camps at 14 and 17 and then one down at the airstrip and they were able to keep us in communication from time to time when we needed communication between our 14 camp and our 17 camp after I came down. And they did a great job. (*Multi-day User Interview ID#113*)

I: *So would you describe it as a national park experience?* **R1:** No. I mean, we've been to, Yosemite is a national park, Yellowstone, Jackson Hole. **R2:** Glacier. **R1:** They're incredible places. But this is different. It's different because it's not, because only just a tiny, little sliver of it is accessible to anybody that's not flying in. So that's pretty, even though, like you were saying, more people visit this place than live here. But, yeah, it's definitely not, it's just a total, it's a wilderness experience I think. (*Multi-day User Interview ID#103*)

I: *Would you describe your experience out there as a national park experience?* **R1:** I can't really relate to that, to be honest, so probably no. I'd just describe it as a mountain experience. (*Multi-day User Interview ID#135*)

Wilderness

R1: But I would definitely call climbing in the Denali National Park a real wilderness experience as opposed to many other national parks. Every national park you can have a real wilderness experience. And I'm not saying that your wilderness experience needs to be an epic, like some big, you know, huge thing. What I would consider an epic a lot of other people, you know, consider insanity. Or what they would consider an epic I would consider your classic day, which is all in a matter of mind frame. So that's kind of, I guess that's that. (*Multi-day User Interview ID#108*)

I: *Would you describe it as a wilderness experience?* **R1:** Definitely. **R2:** You get off the road, you get out of the bus. Yeah. **I:** *So how come? What features make it wilderness?* **R3:** As soon as you step off the road there are no maintained trails. You're swarmed by mosquitoes. You need to know how to deal with a bear because they're everywhere. **R1:** Or a moose. **R3:** Grizzly bears, moose. The wildlife there are pretty well preserved and void of human contact. And people who go into the backcountry need to be educated on how to keep it that way. The rivers, there's no manmade structures to cross any of the rivers. It's very mountainous. Yeah, it's just, it's an untouched wilderness as soon as you leave the road. (*Multi-day User Interview ID#118*)

I: *Would you describe it as a wilderness experience?* **R1:** It was certainly wild enough. I mean, hell, there's nothing else there except flying people in and out and then heading off. So certainly. (*Multi-day User Interview ID#123*)

I: *Would you describe it as a wilderness experience?* **R1:** Pretty much, yeah. **I:** *What features would make it wilderness?* **R1:** Well, no snowmobiles. We had to haul all of our stuff on in, yeah. No motors. I believe that the Wilderness Act of 1964 defines wilderness where man is a visitor and we're not going to use machines or mechanical things to do it. I think that it's that. (*Multi-day User Interview ID#125*)

I: *Would you describe it as a wilderness experience?* **R1:** This trip by itself, not. But, you know, I can compare it just to Europe or Alps and in that comparison definitely, you know, the Alaska Range is wilderness, you know. **I:** *What do you think makes it wilderness?* **R1:** Just scarce population and still a lot of wildlife and so forth … **I:** *You said that you would consider it wilderness when you compare it to places in Europe, but not the experience you had in itself?* **R1:** Well, no. Because it's so many people we are actually meeting on the way. Yeah, I mean essentially it is wilderness. But maybe when somebody think about wilderness, they think about more remote or solitary place, is it? So, yeah, this route or this route is very popular and there is a lot of people you meet all the time. So it doesn't actually look like real wilderness or wilderness. (*Multi-day User Interview ID#126*)

I: *Would you describe it as a wilderness experience?* **R1:** Yes. Yeah, I would. Sometimes it might not feel that way because there's so many people around, and if you're on the West Buttress. If you're on some of the other routes you may not see anybody. I guess one of the things I think of when I think of a wilderness experience is it's probably not a crowd of people around. But that may not be entirely true. Despite the fact that there are so many people, self-sufficiency is still super important on the mountain, and I think some people can be lured into sort of a false sense of security because there are so many people, even though it's been emphasized, hey, this is a big mountain, this is a wilderness experience, you need to know how to take care of yourself. You definitely see people that don't. And in that case it's a good thing that the rangers or other climbers are there to help. (*Multi-day User Interview ID#119*)

I: *Would you describe it as a wilderness experience?* **R1:** Yeah, it's wilderness, if wilderness means you're out in the middle of nowhere where you have to fend for yourself, then yeah. **R2:** No animal danger or anything, so that's … **R1:** Yeah. [Inaudible] bears. **R2:** Yeah, ravens was the only thing. **I:** *And they're not too threatening.* **R2:** No, you can fend them off with ice axe. (*Multi-day User Interview ID#135*)

R1: … don't expect it to be a wilderness experience. Like go in knowing that it's a real scene. And embrace that or you won't enjoy it, you know. **R2:** Yeah. I think it could ruin it if somebody is going into it thinking that it's going to be wilderness. They'd be disappointed. **R1:** They'd be grossly disappointed. **R3:** But at the same time it's like a movie out there, like the movies, the mountains are so panoramic and spectacular and beautiful. It's, I don't know. It's kind of an interesting irony because you have like that social element but at the same time it's so majestic and so beautiful out there. (*Multi-day User Interview ID#117*)

I: *So would you describe it as a wilderness experience?* **R1:** I was a little, wow. The number of people is, I knew it. I knew it, you know, how many people were going to be on the mountain, you know, 500 now or whatever. Most of them are on this route. I understand the need for lavatories, you know. Jerry said he had to run to the bathroom, you know, he had to go to the bathroom. All the way in here. You know, it's like, you're coming up the hill and what do you see but two shitters sitting out here, you know? And that's good. I'm glad that they're there, you know, for the long-term effect, but, hell of a view, by the way. But that's a really tough question for me because, I don't know … It's hard for me to say because it's kind of funny because just like my back yard to me is wilderness. I can honestly say that. I make it that way. And I'm in a city lot. But, you know, the trees, they come right up to my house and for me, when I go in my back yard, I built a little log cabin out there, you know, and me and my kids and we go out and we're in the wilderness, gosh darn it. And I tell them that. And so ... **I:** *How come, then, you struggle with saying whether this* ... **R1:** This? **I:** *Yeah.* **R1:** Because it gets to be, I think it's the wrong person's definition. Like Jerry said. You know, is this route (West Buttress)? Is this wilderness? I don't know. I'm not sure. But I know that on either side that I can go over that next pass, that I can go up in here. Here they are. These guys are up here skiing. Why? Because they get to go experience someplace that isn't at the latrines right next to it. Do you know what I mean? (*Multi-day User Interview ID#128*)

I: *Would you describe it as a wilderness experience?* **R1:** No, not Denali proper. You can have wilderness experiences out there, absolutely. You don't have to see other people. You will hear

and see planes, but, and lots of them. But Denali was not a wilderness experience, but maybe doing the Muldrow Route or something like that would be. **I:** *How come Denali wasn't?* **R1:** The Washburn Route, because there's so many people on it and there's base camp and it's like a little town there and it's not wilderness. It's just remote. I mean, it is, you know what I mean. **I:** *Yeah.* **R1:** Wilderness, I think, for me, at least is lack of people, lack of impact by people and that route is very popular, established, all of that. (*Multi-day User Interview ID#132*)

Influences on Multi-day User Experiences (Objective One):

Number of People

R1: Well, we actually, I like the small group, you know, because as, like Josh said, one of the friends that we met and the way he put it is, you know, we're able to maintain that wilderness experience somewhat. **R2:** Somewhat. **R1:** Because of the few climbers that were there. But like now it's ... **R2:** There's no way, I would never come later. **R1:** No. **R2:** We said never come later in the season. **R1:** Despite the fact that we had bad weather. **R2:** Weather, which was ... **R1:** Which was apparently unusual for this time of year because May's supposed to be the best climbing month of the year. I would definitely come the same time, if not a week earlier. **R2:** To avoid ... **R1:** The large numbers. **R2:** The large numbers of people. (*Multi-day User Interview ID#109*)

R1: Uh, I think people just have a herding instinct because we had a camp established up from camp two and we were just there for a long time and we'd get home one night, there's just three other parties have moved in. We're like, oh, I guess we're camp two now. Camp two is 500 feet higher than it used to be. So it's weird to me that people, like, head out. To me I'm going out there for a wilderness experience and all the people trudging along the West Buttress route, that's unfortunate, but we picked the Kahiltna for some other reasons and we knew the West Buttress crowd was going to be there. But, you know, it's just, you go, I definitely go out for the wilderness experience and to have a city of tents around you takes away from that. (*Multi-day User Interview ID#116*)

Inexperience of Climbers

R1: We were involved in two rescues within a week as it was. But now with the amount of people up there I could see the likelihood for another rescue, just crazy. **R2:** Increase because there's just the inexperience. **R1:** Yeah. **R2:** It's just, it's amazing, yeah. **R1:** And that's noticeable, too, on the way down and watching people go up, just the things that they do, stopping on the glacier or on the snow bridges. **R2:** Bridges, unroping. **R1:** Unroped or skis off. **R2:** Skis off and just bumbling around. **R1:** It's just a rescue waiting to happen. **R2:** Yeah, it's like a disaster waiting to happen, actually. (*Multi-day User Interview ID#109*)
I: *Had you done a mountaineering course with this guide company before?* **R1:** I'd done it like two days before coming here. I was on Mount Baker, done a course. And actually I was the only, I was surprised, I was the only one that's done like a prep course for the trip. And, you know, before I would have had the experience of coming to the trip without doing the prep course, but I

felt I was, like a step way ahead of the whole bunch because I've done that prep course. I knew how to do a crevasse rescue and to place anchors and stuff like that. And then when the guide needed someone stronger to be like at the back of the rope team or stuff like that, then you, you know, okay, well, Jeff, we'll put you there and, so it was good. I felt, you know, as a sort of an apprentice guide or, because I helped out a lot on the, so ... (*Multi-day User Interview ID#131*)

I: *Did you like that infrastructure that's here?* **R1:** Well, that's good. And I think it fits well on this mountain, yes. **R2:** Yeah. **R1:** I probably don't, would like to see it somewhere else, but it's very nice. It fits here very well, because it's a route that is considered an easy route, so there's many first timers and that was the one thing that surprised us. **R2:** Yeah. **R1:** That people come there to learn mountaineering. And that's a bit, maybe a bit dangerous. And that was good that there was rangers around all the time because there's so much commercial expeditions and those are based on people who don't know what they are doing, so that's why it's good. (*Multi-day User Interview ID#134*)

Guided Groups

R1: … we've spent most of our lives in mountains. And a lot of times guides take people that don't, that really shouldn't be out there. They don't know how to take care of the place. They don't know how to move around the place. They're really out of their character. They just do it because it's an in thing to do. So they're more detrimental to the areas that they go to because they're not really into it. They haven't been spending their time there. They get rescued lots of times because they don't know how to deal with just the openness because there's that strange, especially up in Denali. (*Multi-day User Interview ID#103*)

R1: You have to go to a shop, to go to a commercial firm and they bring you up but you never have climbed, you never have to say you buy that sort of crampons, that's shoes, that pants, that shirt, that vest, they are all the same. And you go, okay then, without any expertise, without any knowledge of what you're doing and in case of accident that's dangerous. Because it's called very good as long as it's called good, but when it turned bad then we're going to have troubles with that sort of people because, it's not the fault of the people because they support the commercial, we want to earn money. (*Multi-day User Interview ID#122*)

Guides

I: *And how were your guides?* **R1:** He was excellent. Very good. Very calm. Very patient. Good teacher. Very pleasant guy. (*Multi-day User Interview ID#123*)

I: *Tell me a little bit about your guides and what role they played.* **R1:** They were very, very good. Two different personalities, for sure. One very, I think they, just by personality more than training necessarily, they cover all the roles that they needed to cover, which is logistical, technical, morale builders, sort of setting a tone. I thought they did a really good job of sort of being our leaders and without being sort of being micromanaging as well. **I:** *Uh-huh (affirmative*

response). Did you really depend on them, too, as far as when you're going to go, when you're not going to go? **R1:** Uh-huh (affirmative response). Yeah, yeah. They would basically, there was no democracy, they'd say, okay, we're going to get up at 3:30 and we'd get up at 3:30. So they really did lead everything logistically and technically, as well. (*Multi-day User Interview ID#127*)

I: *Yeah, what role did that guide play in your experience?* **R1:** Just sort of like support in terms of you need to do this and this for glacier travel and, you know, just being able to talk to them, you know, of other climbs, too, and how I'm doing in terms of my skills. It was really good to affirm like what I needed to do or where I'm at and just to be a support in terms of, in showing me how to do this and that and it was really good. (*Multi-day User Interview ID#131*)

I: *What kind of advice did the guides give you?* **R1:** Well, just things, in one place Jerry and I pulled over to drink and they passed us. At that point were doing that single carry and they were doing a double carry. And he just said, stay spread out here, guys. You know, this is a pretty bad area, the crevasses, you know. And it's one of those things where you always have to be incredibly conscious of that. We were real conscious of it down here because it's so obvious. But also in that upper basin, that plateau leading up to Windy Corner is the same type of a thing. You needed to, and so that type of advice was good. Also, you know, what do you think? You know? What do you think? Do you wait? Do you go? (*Multi-day User Interview ID#128)*

Cleanliness

I: *So you felt like the conditions were clean out there?* **R1:** Yes. I do think they were clean. And there were probably, when I came in at the beginning of May there were only maybe 50, 60 people on the mountain. When I left on the 24th there were hundreds, but still you could see it wasn't chaos. There was like tents were well set in the same places and the latrines were working and you couldn't see any trash on the route along the Kahiltna Glacier. So I think it was very nice. The base camp is well provided, too. (*Multi-day User Interview ID#106*)

I: *Was base camp clean?* **R1:** Uh-huh (affirmative response). Yeah, it was. **I:** *How about the other camps? What were the conditions like there?* **R1:** Generally, really good. A lot of people just moved into other people's empty spots. We built some new, you know, new camping and snow walls ourselves a couple times. I never noticed any trash or anything. A few, like, pieces of climbing gear, one bundle of wands that got slowly dropped along the way. Otherwise conditions were great. In general, very clean. (*Multi-day User Interview ID#111*)

I: *How were the conditions at the different camps and along the route as far as cleanliness?* **R1:** Very clean. I was amazed, actually. Just little bits of litter here and there, you know. Yeah, I was really impressed by that, the number of people using it, for it to have been that clean, yeah. Latrines, you know, were very obvious and done correctly. I mean not just base camp or whatever, but wherever people put them at their camps, that I saw. Because we totally, you know, being a small group we would go in, like well we only did it one time at the base of Ski Hill, but definitely found an established camp and just dug it out a little bit. So, yeah, it was very clean. (*Multi-day User Interview ID#132*)

R1: Where we were (Ruth Gorge) there's not that many people that get down there so there was basically no sign of anybody, other than some ski tracks that we saw. But there was no trash or, you know, anything. It was very clean. (*Multi-day User Interview ID#114*)

R1: Basically I think that the park regulations about the clean mountains, I see it as a very positive thing. It was definitely nice experience. It's quite clean, despite how many people are going through, so. **I:** *At the camps and along the route?* **R1:** Yeah. **I:** *How did you feel about the number of people that were out there?* **R1:** I don't know, it was, I have seen many more, like Mount Blanc, for example in Europe but also it's by far not as clean as this, McKinley. So basically comparing to, I'd say, to high frequented routes, like I would say the one to Mount Blanc in France, it's very noticeable that McKinley is much cleaner mountain than Mount Blanc. (*Multi-day User Interview ID#126*)

R1: I think it's real clean. Because I think the guides do, I mean, those guys, you know, they respect the place, you know, but it's just what they happen to do for a living and, but for the most part it's pretty clean and everything's set up real nice. You know, it's not just an out of control, you know, go to the bathroom where you want and everything. I mean it can't be like that. That would be terrible. Scary. (*Multi-day User Interview ID#103*)

R1: We actually wanted to carry out all our waste on this trip but we weren't able to, just because they don't have enough CMCs to go around. And the bags are not solid enough to deal with for a whole trip, for three weeks. They biodegrade, so we weren't able to do that. That was a little bit disappointing. But we did carry out our waste from the upper camps. The Park Service was asking everybody this year. And we had one extra CMC so we were able to use that sort of middle of the road on the glacier so we only had actually one camp where we were bagging [inaudible]. All the garbage goes out. (*Multi-day User Interview ID#119*)

R1: I guess I'm going to have to disagree with what I just said, untouched wilderness. Because, I mean, there was, we found a lot of things left behind from other climbers on the glacier, as well as some climbers who recently walked out from the glacier from abandoned climbs on the trail and just small pieces of, you know, trash or whatever. But other than that you're out there to fend for yourself. You do find signs of passing, I guess. (*Multi-day User Interview ID#118*)

I: *How were the conditions at base camp as far as cleanliness?* **R1:** Cleanliness wasn't too bad. I saw some, you know, some wrappers left over, like some muffin wrappers and just like oatmeal, you know, that people dump out in the snow. But I thought it was pretty good, being this late in the year. You know, not too bad. It could be better. (*Multi-day User Interview ID#124*)

I: *How were the conditions at the different camps and along the route, as far as, like, cleanliness?* **R1:** A lot of pee. A lot of yellow snow. I think given how many, the route (West Rib) we were on isn't that popular, so there's not going to be tons of stuff. But I think in some ways people get a little lax whereas on the Buttress route, I've only been on the bottom part coming down, seems like there's so much awareness of the problem that people are pretty careful. But on the Rib, people, I think, are a little bit lax. Partly the conditions are a little bit more difficult, so there wasn't just one pee spot. There was spots everywhere. People are pretty good, I think, with garbage. But there was some little bits of paper and garbage in the snow, a

little bit. It bothered me, but it also, I understand it. I mean, without exaggerating too much, you're trying to survive. A little piece of paper is sort of not your primary thought on a real hard day. (*Multi-day User Interview ID#127*)

I: *How were the conditions at the different camps and along the route as far as cleanliness?* **R1:** Yeah, really clean, outside of, the worst one was base camp, as you fly in. It's the most dirty and there's a bit of litter around. But apart from that it's so clean. **R2:** Yeah, it's pretty good. At high camp there are more kind of piss holes. But, the ... **R1:** Yeah. **R2:** Fourteen, 11,000 camp, they're pretty well wanded so there's maybe about three or four. And at high camp people tend to just forget about that kind of etiquette and just, I think, basically, just because they want to, they're tired, they just want to get to the top and stuff and concentrate on digging walls out and things. So it's pretty good. (*Multi-day User Interview ID#135*)

I: *The route that you took, the West Buttress, was it clean?* **R1:** Basically it's clean. But the camping area was, you know, even if you had to take human remains out, you know, how do you say? Urine. **I:** *Urine.* **R1:** Urine, anyway, we can leave urine there. And that made me very, kind of stressed. That gets the park dirty and I wanted to, if it's possible we'd like to get them out as well as human remains. (*Multi-day User Interview ID#136*)

National Park Service

R1: Yeah, I mean, you got to give a lot of credit to the rangers that are up there. They're doing an awesome job of controlling and ... **R2:** Yeah. Well, we don't have much to compare it to. We hadn't been here in the past. But just from what we saw up there, yeah, they're doing a really good job. **R1:** Awesome. **R2:** And they do make it known, they make a presence every day that they're out and walking around despite what the conditions might be, so ... **R1:** Yeah, talking to you. Seeing how you're doing. I mean, like I said, we tried it, you know, we were looking at the weather, we were advised that there was a weather window, you know, and we went up and it almost turned epic. It was really close to being epic. And then the following day we came down and John Evans was just awesome. He, helping us in, because we were, actually it was almost pretty bad. I still can't feel my hands or my toes and my fingers. **I:** *Really?* **R1:** Yeah. I mean, he came in and, you know, you need water, you need food? You know, he helped us to our camp and ... **R2:** Same thing with the rescues. **R1:** Yeah. Just, God, that support is just bloody awesome. **R2:** When we got back from the rescues, yeah. **R1:** These guys are great. They really are. (*Multi-day User Interview ID#109*)
R1: Yeah, I will say that the camps are very well established in the safe places. Also it's good that the rangers are in the camps. We are also, they help us, for example, check the oxygen saturation in blood, yes. Yeah, but I think it's all, we, in fact, we didn't expect any help. So I don't know what exactly they are doing over there. Maybe just looking, checking all, like with me, forcing, yeah, to do something I didn't like to. That's all. (*Multi-day User Interview ID#120*)

I: *How was your interaction with Park Service people?* **R1:** Friendly. We only met him (a ranger), really, just a social … **R2:** Just as we pulled into 14 (camp)? **R1:** And base. But they seemed efficient, friendly, courteous, nice. All the nice little words I could use if I wanted to. **R3:** We relied on their weather reports. It was good to have. (*Multi-day User Interview ID#102*)

I: *You guys liked having the rangers there?* **R1:** Yeah. **R2:** Yeah, we were really social with them. You know, it was really fun. **R3:** We were social with everyone. **R2:** It was like, within the climbing community it's almost like you know, you have a connection to them. It's like you know somebody who knows them or whatever and so there was a lot of that going on, even with the rangers up there. **R3:** It's like, oh, you're so and so. I've heard about you for years, you know. **R1:** Yeah. **R3:** Oh, we have this mutual friend and that mutual friend and now we get to meet. So it's not so much, it's not like they're some sort of, like, law enforcement presence or anything. They're just, oh cool, it's part of the community really, like the statewide sort of climbing community. **R1:** But I think, too, I mean, they also had their professionalism going, too. **R3:** Oh, absolutely. **R1:** You know, like they were always, at 17 camp a couple of rangers made sure that, you know, if a tent was standing there for days and they noticed that there wasn't anyone coming in and out of there, okay, well let's figure out who this person is and where they are on the mountain and so ... **K:** *And determine what to do with it?* **R1:** Yeah. They're awesome. **R3:** Yes, really good at their job. **R1:** They're really good, really concerned. (*Multi-day User Interview ID#117*)

R1: Everything's great. These guys here are awesome. The rangers here are, I always like coming in here and talking to them. So everything's smooth. You know, and everything runs smooth up there, too. It's nothing that's like out of control there, so I don't want you to get that idea. (*Multi-day User Interview ID#103*)

R1: … the NPS staff at the Kahiltna base was extremely good, very helpful and kind and that's what made me feel really good, especially the two guys that having watched us. I don't know what was their names, but they're really kind. And that's, all the action of the NPS rangers were really fluent and everything went just fine. Everything has been arranged really good. (*Multi-day User Interview ID#134*)

R1: Yeah, and they're really, they are, they look at your garbage at the end and make sure that you've got enough that, you know, how many days were you out. **R2:** It's reasonable. **R1:** Is this reasonable that you actually brought all your garbage down? **R2:** Yeah. **R1:** And you have to have your CMC and they check that out and they do what they can. I think they do a good job. **R2:** Yeah, oh, amazing, for sure. **R1:** Yeah. (*Multi-day User Interview ID#117*)

R1: It seems like management's doing a really good job trying to clean up the place. From what I hear it used to be, all the camps used to be a lot dirtier than what they are now. And I think they're doing a good job making progress. I think that's a great thing. (*Multi-day User Interview ID#129*)

I: *Is there anything else you want to add about your experience or about the area or management of the area?* **R1:** Well, I think the efforts to keep it clean are going really well, and they're good, you know. I understand that, especially hygiene issues are, getting clean water at other popular mountains is difficult. So that's great. And the people in the ranger station are always so friendly. I've been in there several times. It's really nice. So yeah, it was good. I guess that's it. (*Multi-day User Interview ID#132*)

(*Commenting on concern for a solo climber*) **R1:** Oh, well, we saw him at 11,000 and we talked. He was an Ecuadorian climber. And he, I guess what made us nervous is that we had not seen him for quite some time. So we started asking around if anybody'd seen him and no one had seen him. And so we just kind of alerted the Park Service. And we had spoken to him, just, you know, casually and such about the weather and whatever. And then we, they ended up calling into 14,000 and he had, in fact, bivvied in with another solo climber. And so they did, in fact, contact him. And so that was good. It felt good to know that, they were just perfect. I don't know, I was just impressed with what those guys were … **I:** *With the Park Service?* **R1:** Yeah, yeah. They did a great job. (*Multi-day User Interview ID#128*)

Overflights

I: *Did you see or hear planes when you were out there?* **R1:** Oh yeah. **R2:** Oh yeah. **I:** *How did you feel about that?* **R2:** Really good, when we were coming down to base camp. **R1:** Overall pretty good. I think you get used to, a lot of times when I go in the wilderness I don't like any, you know, reminders of civilization, you know, sometimes the planes. And, but it didn't bother me up there because you were just so far away. **R2:** Yeah. **R1:** And a lot of times it was interesting because you're wondering, what are they? You know, is it just a sightseeing plane? There's also some search and rescue planes going. **R2:** Uh-huh (affirmative response). Yeah, I think it meant, it's interesting, it meant different things at different times. **R1:** It also meant the weather was good. (*Multi-day User Interview ID#110*)

I: *How about, did you see or hear planes flying overhead when you were climbing?* **R1:** Sure. **I:** *How did you feel about that?* **R1:** Okay. It means that the weather is good. (*Multi-day User Interview ID#126*)

I: *How did you feel about that, overflights?* **R1:** You know, that's all right. It wasn't a huge distraction. I mean, I don't have this thing that I have to feel as if I'm in no contact with anything whatsoever. That's just not likely to happen anymore, particularly in a place that's . . . that didn't bother me. (*Multi-day User Interview ID#123*)

I: *Speaking of flights, did you see or hear a lot of planes when you were out there?* **R1:** No, not a lot. If we did they weren't really bothersome because, you know, I'm thinking, you see a couple a day, you'd hear, or maybe more. But I think that's sort of the sightseeing flights. But I don't, it's hard to remember. They were sort of, you know, it's like, ah, the world still exists out there. Yeah, it's hard to remember how many, because they didn't really stand out in a negative or positive way really. (*Multi-day User Interview ID#127*)

I: *So how did you feel about the overflights in this park while you were out there climbing?* **R1:** One of the things, the good part of it was it told me what the weather was like. It let me know what was happening down here. Once in a while you could hear a, you can hear one coming right now. But once you got above 11,000 feet the number of flights were few that I remember. Maybe it's because I was so involved in what I was doing. And if I would have been just lounging about maybe I would have noticed more. So I can't really comment whether or not they were intrusive

or not. But if I were to sit and count them, maybe, I don't know where my numbers would be in terms of how it impacted me. I don't know. (*Multi-day User Interview ID#128*)

R1: People going to Denali, did I feel like it was intruding on my space? No, not really. You know I flew in there on a plane, so I'm enjoying the experience. If other people are going to go in and enjoy the experience they've got to fly in in a plane as well. So how can I complain about that? (*Multi-day User Interview ID#105*)

I: *So did the planes flying overhead bother you?* **R1:** Ah, just one day when we were trying to rest a bit, you know, after climbing. But that's, I mean, it's just kind of given when you're in an area like that. So it just, you know, like I said, now I would know to move it a little bit farther so there's just, we were just directly over the landing strip, so the sound just traveled. If you're like by the mountain hut, a little bit on the top of the ridge it's no big deal because it kind of, then the, basically the slope shelters the sound. (*Multi-day User Interview ID#121*)

R1: They were trying to do a military first time ever land on Denali summit thing and I remember being really annoyed. But, you know, that was first day on the glacier. And I think there's a difference with helicopters, too. I feel differently about helicopters than planes. And planes are like cars in Alaska, I mean it's people's transport. But helicopters, there's something particularly obnoxious about them. I don't know what it is. You know what I mean, it's just louder and ... (*Multi-day User Interview ID#110*)

Objective 2

Objective 2c: *Purpose of Trip (main activity).*

R1: To do the Grand Traverse and spend thirty days in the Alaskan wilderness. *(Multi-day User Interview ID#101)*

R1: For me it was work. But it was a 12-day mountaineering course and the title was Advanced Mountaineering, so it was teaching people some advanced techniques in the mountains. *(Multi-day User Interview ID#104)*

R1: To climb the West Rib on Denali, but it didn't quite work out how it was supposed to. Weather was not prime and, so that's that. *(Multi-day User Interview ID#108)*

R1: It was to do research into altitude sickness versus carbon monoxide poisoning. *(Multi-day User Interview ID#110)*

R1: Oh yeah, because I like the big mountains around the world. I like to change. I went to the Himalyas, South America. I'm from Germany and France and the Alps and it's nice to see Alaska. *(Multi-day User Interview ID#112)*

R1: We tried to do a rock climb called the West Pillar of the Eye Tooth. *(Multi-day User Interview ID#114)*

R1: Primary purpose would be to take a group of people out who hired myself and another guide to basically get them up Denali and to have a fun experience. Learn some things and be safe and enjoy the mountain community. *(Multi-day User Interview ID#119)*

R1: Climbing Denali on the West Buttress route. *(Multi-day User Interview ID#120)*

R1: Also climbing, but different area, Ruth Gorge. We were going to try Cobra Pillar on Mount Bradley but ended up doing Eye Tooth, so ... *(Multi-day User Interview ID#121)*

R1: To gain glacier experience and to hopefully summit Mount McKinley. *(Multi-day User Interview ID#128)*

R1: Well, I complete my dream. I wanted to climb up to the summit of Mount Denali, Mount McKinley and just that's a dream, so I wanted to do it, that's all. *(Multi-day User Interview ID#136)*

Objective 2f: *Past experience in Denali, perception of trends in conditions.*

R1: The base camp at Kahiltna and my experience is it always seems really organized and it's not, everything's working pretty smoothly and, but, you know, it's not that, it's just that you go there to get away from people and that's a really busy place. *(Multi-day User Interview ID#103)*

R1: Everything's been, I mean, there are definitely, the Park Service is definitely putting their foot in there and doing the best they can. It's cleaner than in 2000 when I was here. With 1,200 people, it's probably one of, for a 1,200 person community throughout a three-month period or a ten-week period, as I've seen it now, I'll say it's one of the cleaner places that, it's pretty clean for 1,200 people going to be going there. Being that it is the early season, I can't exactly tell you. But if you were here on the 15th or 20th of July when I get back from seeing all 1,200 people's impact over a whole season I may say something quite different. That's just, I don't know, the education of LNT, leave no trace. And even, I mean, everyone, I mean, no one can be perfect LNT. I mean you're going to leave a trace. Animals leave trace. But I think it's fairly clean for, considering, all things considered, I think it's clean. *(Multi-day User Interview ID#108)*

R1: And I think that's the important part is that I had actually read quite a bit on Denali and its waste problems and when I got up there I was actually a little bit impressed because it sounds like in the past it's been quite, I mean, a lot more trampled on and a lot more apparent that it had been trampled on. And being up there now, it seems like, you know, it seems like what we saw was this season's waste … You know, not past seasons' waste. And that's pretty amazing because it sounds like it was a garbage dump up there. *(Multi-day User Interview ID#117)*

R1: Frankly, if the rangers weren't up there I think there'd be a lot more problems. They've definitely done a lot over the course of the years to make it a good place for people to be. As I mentioned earlier, the mountain's gotten a lot cleaner since the first time I was here. That's definitely an improvement for everybody. *(Multi-day User Interview ID#119)*

Objective 2g: *Intent to return and reasons for intent.*

R1: I mean, I would come back to Alaska, probably to the range, and whether it's a climbing trip or more of a sightseeing trip with my family would depend on where I would go and what I would do. So, I mean, I would come back in either respect to do a climbing trip either on Denali or probably more likely somewhere else, or more the touristy, bring my family, which then wouldn't have the climbing. *(Multi-day User Interview ID#102)*

R1: I think we will be back. **R2:** Oh yeah. **I:** *To do Hunter, specifically?* **R2:** Yeah, Hunter and Foraker are the two, are my two. **R1:** We might actually get a permit for Denali next time to give us an opportunity climb even in bad weather. Because the routes on Foraker and Hunter aren't as accessible in bad weather as the routes, the easier routes are on Denali. So we can still do something. *(Multi-day User Interview ID#103)*

R1: I always enjoy my time out there. You know, I don't think, there's rarely been a time where I've ever had to be sitting in a tent for like weeks or a week or anything. It's usually only a few days. Usually the days of good weather outweigh the days of bad weather. Every time I go out there it's always fun. I always enjoy it out there, so I'd definitely go back more than, you know, I'd like to go out every year if I could afford it. (*Multi-day User Interview ID#114*)

R1: So we're really looking forward to next year where we will get dogsleds, dog mushers to carry all of our gear into the glacier during the winter months and cache it there where we can hike in and pick it up in June for a climb again next year. **I:** *Wow. You got it planned out.* **R2:** Just like that. We're optimistic fellows. (*Multi-day User Interview ID#118*)

R1: You know, eventually I want to come back and maybe a different season, maybe more for like a mixed ice climbing. So maybe come out here either in like April or September. And then, you know, after that, I mean, I'd like to also sample some of the other areas of the, I don't know if Kichatna Spires is in the park itself. But, you know, I'd like to go there one of these years and try to climb there. And, you know, still think about Mount Hunter and Mount Foraker, to do those two because never had a chance to do it in '98. So that's kind of two goals. (*Multi-day User Interview ID#121*)

I: *Do you have a desire to come back?* **R1:** Sure. Yeah. I know that I will climb it, but it just depends on weather and I'd say time availability. (*Multi-day User Interview ID#126*)

Objective 4

Objective 4a: *What detracts from and enhances the experience?*

I: *How were the conditions along the route (West Buttress of Mount McKinley)? Was that pretty clean, too?* **R1:** Very clean. I tell you what. From climbing in other parts of the world and whatnot, it really is kept very clean up there. And we didn't see 17 (camp). From what we heard,

17 is a little bit different aspect compared to all the other camps, but every camp that we were in was really clean. A lot of snowfall buries it all, but it was, I didn't see any garbage. No one was ditching anything. So it was really clean. **R2:** Yeah, it was well managed. Both the base camp and 14 (camp) was well set up. Facilities were all there. (*Multi-day User Interview ID#102*)

R1: I definitely appreciate that the park's made available to people internationally. (*Multi-day User Interview ID#105*)

I: *What did you value about the area (Mount McKinley)?* **R1:** As I say, the aesthetic aspect, the beauty of it. That's what I value more, the aesthetics. (*Multi-day User Interview ID#106*)

R1: Fourteen, I love the atmosphere at 14,000, just to be able to talk to people because we'd been away from people for like 20 days. **R2:** Yeah, just the three of us. **R1:** And so we hadn't talked to anybody, others. Talking to people up there at 14,000's really cool. (*Multi-day User Interview ID#107*)

I: *What would you say was the best part of your trip?* **R1:** The two nice weather days. **R2:** Yeah. Getting out was definitely the best. **R1:** When the sun came out and we weren't stuck in the tent. (*Multi-day User Interview ID#116*)

Objective 4f: *What was the most enjoyable/rewarding aspect of the experience?*

R1: The best part is when you first land and you get there and you're all excited. I don't know. There's really not a particularly best part. The flight, the flight is definitely a highlight. It's just spectacular, and just being there is, it's all the package. (*Multi-day User Interview ID#103*)

R1: And the remoteness. That's really the best part. When you land at Kahiltna, yeah, and you ski down and then you, yeah, you get out there and next thing, you look around, you're the only one there. And that's what it's about for me anyway. (*Multi-day User Interview ID#103*)

R1: I mean, I think the greatest thing about it is that there is just nothing there, you know. You land on a totally temporary runway. And when you leave it's pretty much back to the way it was when you got there. (*Multi-day User Interview ID#105*)

Objective 5

Objective 5a: *How many airplanes did they encounter?*

* See objective 5e

Objective 5b: *How many other people did they encounter?*

R1: We saw a group off in the distance, but we never made verbal contact with them (Muldrow Route of Mount McKinley). **R2:** On day twenty. **R1:** On day twenty, yeah. (*Multi-day User Interview ID#101*)

R1: There was nobody around us the whole time. No other people in our vicinity (Mount Hunter) except two other guys that skied over by us once. Other than that there was nobody around us. (*Multi-day User Interview ID#103*)

R1: And there was two other parties in there (Pika Glacier) during the course of our trip. **I:** *So were you staying with the other people?* **R1:** No. They were separate parties. **I:** *Did you interact with them?* **R1:** Yeah. One of them was one of our instructors on a private trip. So I stopped by a couple times to say hi. But there was one other party that we didn't interact with at all. They just kind of kept to themselves. So that's about it really. (*Multi-day User Interview ID#104*)

Objective 5c: *Is the number of people they encountered too many, just right, too few, more or less than expected?*

I: *As far as the people, you said you could go somewhere where you could have fewer people. How did you feel about having that many people around doing what you're doing (West Buttress of Mount McKinley)?* **R1:** It's fun. You know, you know it's one of the seven summits. You know it's going to be busy. But, again, if you wanted a more remote experience you would probably choose somewhere else because you know you're going to have, I mean there was 500 people on the mountain when we were there. So ... **R2:** But it never really felt bad ... **R1:** No, yeah. **R2:** I mean, everyone was kind of spread out, so it was never like, God, there's too many fricking people. **R1:** No. Exactly. You were never slowed down by anyone. But I'm just saying, if you wanted a really remote experience you could do other peaks in the Alaska range and have just as much fun, I'm sure. Because those pilots are basically willing to fly anywhere. (*Multi-day User Interview ID#102*)

I: *So how did you feel about the amount of people that you saw or didn't see?* **R1:** It was great. It was nice to have the (Pika) glacier to yourself, really. (*Multi-day User Interview ID#105*)

I: *Did you see a lot of people out there (West Buttress of Mount McKinley)?* **R1:** Yeah, quite a lot, yeah. **I:** *Yeah.* **R1:** Some Spanish, Americans, Korean, yeah. **I:** *How did you feel about that?* **R1:** It's always the same, you know, everywhere in the world. If you go in Aconcaqua in South America and Denali and now in Mount Everest or something like that, it's busy now. This is the problem in these kind of big mountains. **I:** *But you expected it?* **R1:** Yeah, no. I don't like particularly to go in mountains when it's busy. But it's like this and you know that before. (*Multi-day User Interview ID#112*)

I: *How did you feel about the number of people?* **R1:** We knew that it, that it would be crowded (West Buttress of Mount McKinley). You have to come earlier, but then it's colder. We knew it and it wasn't a big problem. Just at the fixed lines, at the Head Wall there are days there were 30 people on the fixed line. (*Multi-day User Interview ID#122*)

R1: Yeah, there were a lot of people (West Buttress of Mount McKinley). But, you know what? That's okay, you know. It kind of made for a nice international experience. (*Multi-day User Interview ID#125*)

I: *How did you feel about the number of climbers (West Buttress of Mount McKinley)?* **R1:** Fine. I am expecting more climbers because I read some guides and from using Internet and I expected more climbers out there. (*Multi-day User Interview ID#130*)

I: *How did you feel about the number of people that were out there (West Buttress of Mount McKinley)?* **R1:** Well, of course, there's a lot of people. But it didn't seem to disturb our climbing. **R2:** It's a long road. There's much room for everyone at the road. **R1:** Yeah. **R2:** I thought that the traffic jam would have been much heavier. **R1:** Yeah, there was in some parts there were a little bit of rush, especially on the summit day. The good day. There was so much people. But we left early from the high camp, so we summited among the ... (*Multi-day User Interview ID#134*)

Objective 5e: *How many aircraft did they see flying around?*

I: *Did you hear or see any other planes when you were out there (West Buttress of Mount McKinley)?* **R1:** I could hear planes once in awhile. Like on the rescues they had a 138 or something flying by to like look, to spot the guy. (*Multi-day User Interview ID#108*)

I: *Did you guys see or hear any other planes when you were out there (West Rib of Mount McKinley)?* **R1:** Oh, all the time. **R2:** All the time. Yeah. **R1:** All the time. (*Multi-day User Interview ID#109*)

I: *Speaking of flights and dropping you off, did you see or hear other flights when you were out there (West Buttress of Mount McKinley)?* **R1:** Oh yeah. You hear airplanes every day. Well, some days you don't. Some days you really want to, like today. Let's get out of here. (*Multi-day User Interview ID#113*)

I: *How about, did you see or hear other planes when you were out there (Ruth Gorge)?* **R1:** Yeah. Constant. (*Multi-day User Interview ID#114*)

Objective 5f: *How did they feel about encounters with people?*

I: *How were your interactions with other people there at (Kahiltna) base camp?* **R1:** Quite friendly. Everyone seemed to be friendly and nice. Good atmosphere. **R2:** Yeah. **I:** *Good. What did you enjoy about it?* **R1:** Just the people. It was just so relaxed, beautiful setting. Beautiful. (*Multi-day User Interview ID#102*)

I: *Were there other people at the camps when you were there (West Buttress of Mount McKinley)?* **R1:** Yeah. Yeah. **I:** *How was that?* **R2:** It was good … A lot of the guides knew each other so they could relate to other guides and a lot of the clients were multinational, so we

were able to mix and match. It was quite authentic. **R1:** We also got stuck at a lot of the same camps as everyone else from base camp, so by the time we got to 14 (camp) we knew a lot of the people anyway. (*Multi-day User Interview ID#102*)

I: *So how yeah, was your interaction with other people while you were out there at camps and along the way (West Buttress of Mount McKinley)?* **R1:** It was really good in general. **R2:** Mostly good. Yeah, I think most people, you know, respect the mountain and, you know, you see a few things every once in a while that, there's, you know, a lot of people concentrated in a small amount of space, given how vast the mountain is. I mean it's really amazing. **R1:** I think we were fortunate in that we were in the first group of people. We were there the first month of the season. **R2:** Before things got crowded. (*Multi-day User Interview ID#110*)

I: *How was your interaction with those people (West Buttress of Mount McKinley)?* **R1:** It was great. A lot of them spoke a little bit of English or had somebody in their party who spoke a little bit of English. In general, some of the foreigners are not very communicative, and I think probably just because of the language barrier. But, yeah, we had a great time talking with lots of those people. (*Multi-day User Interview ID#113*)

I: *How was your interaction with other people (West Buttress of Mount McKinley)?* **R1:** Awesome. **R2:** Yeah. We met some really cool people up there. **R3:** Yeah. It was good. **R2:** It was really, you meet people from all over the world. **I:** *Uh-huh (affirmative response).* **R2:** And it was really awesome. (*Multi-day User Interview ID#117*)

I: *How were your interactions with other climbers that weren't in your group (West Buttress of Mount McKinley)?* **R1:** Good. Good. For the most part I've always had really positive interactions with other people on the mountain. The climbing community is, it's kind of small in a lot of ways. You run into the same people, especially as a guide, from Alaska and South America and Europe. And that's always kind of neat because you get to catch up with people and they've been who knows where and you've been who knows where and so you've got plenty of stories to share. And there's just always all kinds of interesting people coming along in all the camps and everybody's got something to share. So it's pretty cool that way. *(Multi-day User Interview ID#119*)

I: *Did you interact with other climbers, talk with other climbers (West Buttress of Mount McKinley)?* **R1:** Yes. **I:** *How was that?* **R1:** Yes, I met some people from Czech and Slovakia, obviously from other area. But, yeah, I think it was okay. We just ask about the situation, etc., because, you know, this weather forecast which we obtained or everybody obtained from the station are not accurate. We realized that there are, how to say, weather, in fact is two days earlier than forecast. For example, they forecasted that in Friday would be sunny day. It was in Wednesday, yes, and this way. So we were talking more about, with climbers about the situation than relying on this forecast. (*Multi-day User Interview ID#120*)

I: *How was your interaction with the other climbers out there (West Buttress of Mount McKinley)?* **R1:** Oh very good. Much nationalities, social talks. We had time. Eight days in medical camp so you just walk around and do a talk there and there … If you need food or fuel

it's no problem. You just ask and everybody helps each other. (*Multi-day User Interview ID#122*)

I: *How were your interactions with other climbers and the park staff (West Buttress of Mount McKinley)?* **R1:** It was great. It was really fun meeting all the different people from all over the world. (*Multi-day User Interview ID#129*)

I: *Did you talk with other climbers (West Buttress of Mount McKinley)?* **R1:** Oh, yes, yes, we did. Yeah. Yeah. We met other climbers from Czech. Republic and it was surprise for us. And we met one German climber and his parents was from Czech. Republic and he spoke Czech too and we spend very good time with him. **I:** *So you enjoyed that?* **R1:** Yes. You know, every climber was friendly and nothing was negative. (*Multi-day User Interview ID#130*)

I: *How were your interactions with other climbers that you met along the route (West Buttress of Mount McKinley)?* **R1:** Along the route? **I:** *And at the camps.* **R1:** It was good. You know, everyone's, you know, I'm always psyched of seeing other climbers, especially from other countries and seeing why they're here and what's their stories and yeah, it's always fun. I especially like to see Spanish-speaking people because I like to practice my Spanish with them, so yeah. (*Multi-day User Interview ID#131*)

I: *Yeah, how were your interactions with other climbers while you were out there (West Buttress of Mount McKinley)?* **R1:** Mostly just hi, in passing. Didn't visit too much in base camp. Everyone just kind of seemed to be doing their own thing. Yeah. Had a couple of teams comment about the all-lady group, you know. One went by and said it was fun, we were helping to balance the chromosomal imbalance out there, so that was fun. Yeah, it was good though. I mean, it's, you know, everyone's out there to enjoy themselves, ultimately, so it's a pretty nice time. (*Multi-day User Interview ID#132*)

I: *How were your interactions with other climbers who were out there (West Buttress of Mount McKinley)?* **R1:** It was awesome. We made a lot of friends and everyone was really nice. Mostly Americans that we met. (*Multi-day User Interview ID#135*)

Objective 5g: *Was their experience enhanced by the presence of other aircraft? Did other aircraft detract from the experience?*

* See "Overflights" under Objective 1, Multi-day Users

Objective 5h: *How did they feel about noise from air taxis? From scenic landings? From air tour overflights?*

I: *Did you see or hear other planes when you were out there (Pika Glacier)?* **R1:** Yeah. Oh yeah. **I:** *How did you feel about that?* **R1:** The planes I saw this trip I felt all right about because Little Switzerland opened up and a lot of the other range was clogged up. So that was the only route in to take climbers into the Kahiltna. And I don't have too much of an issue, although there

are a lot of climbers going in, so there's a lot of air traffic. Lots of air traffic. But if they're hauling people to go climbing, to gain access, you know, I'm kind of okay with it. (*Multi-day User Interview ID#104*)
R1: Well, that's just, you have to get on the mountain. That's the only way to get on the mountain. **R2:** Yeah, yeah. **R1:** Well, not the only way, but that's how, the way the majority ... **R2:** The preferred. **R1:** The preferred method. **R2:** I wouldn't want to walk in. I wouldn't want to walk in from here. There ain't no way in hell. **R1:** No, definitely not. No, that's a given. **R2:** That's a given. **R1:** You have to expect that. **R2:** I mean, I was ... **R1:** It didn't bother me. (*Multi-day User Interview ID#109*)

R1: It didn't bother me. **R2:** Yeah, it didn't bother me at all. **R3:** It bothered me a little I'll admit. **I:** *How come?* **R3:** You know, it takes away from your wilderness experience, I think. I mean you know they have to fly in. But we didn't really see the climbing support planes or hear the climbing support planes because we were so far away from that part of the glacier. We did see a lot of sightseeing planes. And yeah, it bothered me a little bit, but not to the point where I was like, well, I hate this, why am I even here? But yeah, it kind of bothered me. (*Multi-day User Interview ID#107*)

I: *So how did you feel about hearing planes?* **R1:** You know that's all part of the deal. You can be discouraged by it. And some of the people in our party said that when they were on the summit (Mount McKinley), now I'm not sure when they were on the summit this time, but one of us has been up here before, and that actually, even on the summit they're getting buzzed by an airplane, you know, with tourists in it looking to see who's on the summit. That's okay. That's part of the deal. Lots of people like to spectate. Others like to do. (*Multi-day User Interview ID#113*)

I: *Did you see or hear planes flying overhead while you were out there (West Buttress of Mount McKinley)?* **R1:** Yes, yeah. **I:** *How did you feel about that?* **R1:** I thought that was interesting, you know. I was thinking about that with the Grand Canyon. I don't know if they've got an air restriction. My brother-in-law is with the Air Force and he's told me he's flown around this thing a few times, you know. And I was also thinking about that, you know. I was wondering before we left how much air traffic we were going to see over, thinking we'd maybe hear stuff from down here. It's like, oh yeah, lot of flightseeing tours and stuff like that. You know, I think it's good for people to be able to come and see it, and that's one of the reasons that people, like I say, want to come here. I think they're a little closer, maybe, than I was hoping, maybe. But that's okay. (*Multi-day User Interview ID#128*)

Objective 6

Objective 6a: *What kinds of existing regulatory systems are supported?*

R1: Now the NPS, they designate urinal spots. **R2:** Urinal spots and toilets. **R1:** But I guess, but that early in the season they hadn't actually established them up there, so. **R2:** Yeah, when they got there there was, I guess, like a gentlemen said there was like maybe three to four groups and each one of them had designated their own urinal. **I:** *Urinal?* **R1:** Yeah … It's very important

that NPS does that because otherwise it's just a free-for-all. **R2:** Oh, it'd be a biohazard up there. **R1:** Definitely, definitely. **R2:** Yeah, I mean, you got to give a lot of credit to the rangers that are up there. They're doing an awesome job of controlling and ... **R1:** Yeah. Well, we don't have much to compare it to. We hadn't been here in the past. But just from what we saw up there, yeah, they're doing a really good job. (*Multi-day User Interview ID#109*)

I: *Is there anything in particular that you think makes that area different than other parks or wilderness areas you're familiar with?* **R1:** I think what makes this place different than anywhere else I've been, and actually, I've been all over, I mean, Rocky Mountain National Park, you know, Yosemite, Yellowstone, Joshua Tree, the Grand Canyon, Zion, I've been all over the west coast, all the national parks. Love 'em. Well, what I find different is that here everything's concentrated. Ninety percent is concentrated on one route. So unlike anywhere else where you have the entire park to use, everybody comes here and uses one part. So I think that's the only difference. **R2:** The West Buttress. **R1:** The West Buttress. **I:** *Do you think that's good, concentrating the use? Or not.* **R2:** I think it's easier controlled knowing that, you know ... **R1:** Yeah. **R2:** That most of the people are going to be on one particular route. **R1:** Yeah. **R2:** Where you know there's going to be a lot fewer on other routes because the difficulty is greater. So in that respect, the rangers can kind of concentrate their force or their staff ... **R1:** Yeah, their effort. **R2:** Their efforts ... **R1:** On the specific route. **R2:** Right. **R1:** And anybody else that's doing anything different is more than qualified. **R2:** Well, sort of. They accept that risk. (*Multi-day User Interview ID#109*)

R1: I think if the Park Service didn't manage it like it did it would be a pigsty up there. **R2:** Oh God, it would be a nightmare. **R1:** I think people, you know, there wasn't actually really garbage around, you know, it was just kind of, you know, your food, you spill stuff and that kind of accumulates. **R2:** Yeah. Uh-huh (affirmative response). **R1:** But I think if the Park Service wasn't there I think sanitation would be a much bigger problem and there probably would be trash as well. **R2:** Uh-huh (affirmative response). Yeah, it would be a huge issue. They do a great job of managing, streamlining things. It's pretty, I mean, it's easy to follow the rules and I think it makes it, really makes it up there, otherwise it would be a nightmare. (*Multi-day User Interview ID#110*)

I: *So how were the conditions at the camps you stayed at?* **R1:** Meaning what? **I:** *Meaning like cleanliness and* ... **R1:** Eh, there's a lot of issues there. And the Park Service is trying to resolve a lot of problems with human waste and stuff like that. Now above 14 you have to take human waste cans and bring it out with you, which is a great idea. And at camps below that, I mean, people are peeing everywhere and it's just pretty much a mess. **I:** *So you felt like it was a problem?* **R1:** Oh yeah, you bet. You know, you go in and start making a kitchen and run into waste. Yeah, it's a big issue. And I'm not exactly sure how they'll resolve it. It'll be a long, long-term process. But, you know, they're making a start. It's good. **I:** *What about along the route?* **R1:** Same kind of thing. You know, I mean pee holes all the way along. You see it all the time. (*Multi-day User Interview ID#113*)

R1: Pooping in a bag. **R2:** Yeah. I never went to the bathroom in a bag before. That was interesting. **I:** *In other areas how do you deal with that?* **R2:** In a glaciated area? Well, I've just never dealt with a situation where it's so organized, so it's a great thing. I'm glad that

everyone's, I think it's a good thing that, I guess I've heard that next year it's going to be a law that you have to carry your waste off the glacier, which I think is great because you need to get your water from the glacier when you're on it, so ... (*Multi-day User Interview ID#116*)

R1: Yeah, and they're really, they are, they look at your garbage at the end and make sure that you've got enough that, you know, how many days were you out. **R2:** It's reasonable. **R1:** Is this reasonable that you actually brought all your garbage down? **R2:** Yeah. **R1:** And you have to have your CMC and they check that out and they do what they can. I think they do a good job. **R2:** Yeah, oh, amazing, for sure. **R1:** Yeah. (*Multi-day User Interview ID#117*)

R1: It would be a shame if private vehicles were allowed to drive into this park. **R2:** Yeah … **R1:** Or if there was any more roads built in the park besides the main Denali Highway that goes right through the middle of it. Yeah, I mean, it's good to keep people who want tours and private tours and canned vacations or canned national park experiences can ride down the road and have a good time and leave the rest of it to people who are more ambitious. I think that's a great way of doing things. (*Multi-day User Interview ID#118*)

R1: Small things, like the CMCs, you know, that Roger developed. I think human waste is a huge issue on the mountains. Not just on Denali but the mountains all over the world. And anything that we can do to remove it or to make it less visible and less of an intrusion on the other people that come there after you is a good thing. It's just going to keep getting better as it goes on. (*Multi-day User Interview ID#119*)

I: *What about management of the mountain, about this part of the park?* **R1:** This part? All the help, all the Park Service volunteer rangers and the rangers, very helpful, very knowledgeable. Enforce the rules. They're very polite about it. You know, they want to, you know, got to collect all of our garbage up. We tend to stack it in our little cache bags that we had along the route so we'll have to undo all that and put it in. But we know that there's a reason for it. You can go out there on the trail and you can see frozen turdsicles. You can see litter and you can see stuff every once in a while out there that people are leaving behind. So it's good that they do that. And it's a knowledgeable staff and they're open, you can go talk to them. (*Multi-day User Interview ID#128*)

R1: I wouldn't mind saying that it has to be done, but I hate the sleds that you pull up on the mountain. **R2:** Yeah. **I:** *You hate the* ... **R1:** The sleds. **I:** *Sleds.* **R1:** I really didn't get along well with them. It's all right going up, although it hurts because it's hard. But coming down they're just a nightmare and I found it hard to control it. So a solution to that would be maybe … **R2:** Get some donkeys out there to carry all the stuff up. **R1:** Train some bears or something. (*Multi-day User Interview ID#135*)

Objective 6c: *What kinds of management systems would be supported?*

I: *What was this trip like compared to other mountaineering trips that you've been on?* **R1:** The hardest one. As I say, I already climbed Elbrus in Russia, Kilimanjaro in Africa, Aconcaqua in South America. And this one was harder than the three others together. It's considered a very

hard mountain, one of the coldest in the world, so you really should respect it. I think like it should be enforced that people that go there know what they're doing. I do think that. (*Multi-day User Interview ID#106*)

R1: It's going to come a point where they're going to have to fricking limit numbers. It's unfortunate. I hate to say it because I might X myself out the next time I want to come up. But, you know, sometimes that's the sacrifice you're going to have to make to preserve the natural areas that we have because once they're gone they're gone. And then you can't let that happen. You can never let that happen. Even how overcrowded we're getting already. I mean it's a shame. Like, we climb in the valley a lot, you know, this whole not allowing vehicles into the valley, it's like, oh, my God, it sort of screws everything, you know. And the amount of people. I mean, you've got to book 90 days, actually six months I think it is you have to book through a private contractor to get a campsite. It's a shame, but you do what you got to do, you know. And it's just a shame that overcrowding and the abuse of our wilderness areas, you know. (*Multi-day User Interview ID#109*)

R1: Volunteers just built a new toilet up there, so I would do it different, though. Just have a, like they have on Rainier with, they have a metal, like a tube welded pipe out of really light metal and they just basically fly it with a helicopter in and out. So that could be improved as far as, because then, you know, you have all this waste just sitting there on the glacier, even though it's going to get filled up with snow, it's still there, so. (Multi-day User Interview ID#121)

R1: What would be probably nice, like for, I mean, I was just thinking, that for, if there's more people traveling and more people going in there, having like basically a shelter system, like in the Alps that they have those metal boxes that you could just fly in and out, you know, at the end of like, for the season. And that would keep, like, kind of the area from being, you know, overused as far as the snow and glacier itself. So that's, you know, like, the only suggestion I would say, you know, is that the toilet, you know, having a pipe so you can actually remove the stuff at the end of the season and then, and I know that's more expensive, but in the long-run it just preserves more, I think. And then having, maybe, you know, thinking about one of those kind of metal shelters, just, you know, for the season. Also, that forces, you know, I mean, that would allow people to just basically go in there and, you know, don't use like camping, you know, you can still maybe have an option of that. But, I don't know, something like that. But that's, you know, kind of, I don't know if that has so much heavy use, you know, as far as might think about something like that in, you know, on McKinley itself, on Denali, you know, especially the West Buttress because it's just, I mean, 80, 90 percent of people fly in there. (*Multi-day User Interview ID#121*)

Appendix H: Additional Quotes from Qualitative Findings – Commercial Service Providers

Experiences of Visitors (Objective Three):

Size and Scale

Well, generally the most often said thing that they say is that they couldn't believe that it was so big. You know, they could just not believe the vastness of it… That, for most people it's a very humbling experience because, you know, they've never been around or near anything that big. It's kind of like diving into the Grand Canyon… I mean it's just huge. It's just a big thing. So passengers usually have that awestruck thing where they've just gone and seen something that's way bigger than they could ever think of being which really knocks them kind of on their ass… It really knocks their ego down a bit when they see that because they just couldn't believe it's so big… Of the trip, the most important part for them was probably the, just the grandeur of the whole thing… *(Service Provider Interview ID#401)*

Oh, what do they talk about most, just the beauty and the splendor and I'd say the vastness of it. They start realizing how big things are. Most places you fly in the lower 48, you're lucky on a summer day to have visibility of ten miles. Here we can take off from here and most days see the mountain very easily and it's over 70 miles away. *(Service Provider Interview ID#403)*

…how spectacular the mountain is and how big it looks and they thought we were so close to it… *(Service Provider Interview ID#404)*

They're pretty impressed with just the whole grandeur of the whole thing and how big it actually is. You know, when you're sitting 40 to 50 miles away from the mountain looking at it, and then to get up close to it, it's two different, two totally different concepts of it. *(Service Provider Interview ID#408)*

But also just having your feet in the snow and just looking around at the vast scale. People, I mean, it will be the only time in most people's lives that they ever are able to get into a mountain scene like that. *(Service Provider Interview ID#410)*

Well, I think it's actually standing out on the glacier in the middle of this immense area that they have no conception of the scale of and seeing how immense things are, and being in an environment that's totally, totally alien to them. *(Service Provider Interview ID#411)*

I: *What do the flightseers think about seeing the climbers and their camps?* **R**: They think that's really interesting, actually. That's something I do hear a lot is, are we going to see any climbers? The scale is immense out there and it's hard to really grasp that and then when you can actually see somebody and, of course, they're just a little speck, they look like an ant crawling around on the glacier and that startles almost everybody. It's like, oh wow, they're so small down there. That's really people? And then they begin to have a greater appreciation for just how big that place is out there. *(Service Provider Interview ID#412)*

A Unique Contrast to Everything Else

It's kind of like flying into a whole nother world, you know. And I've had people describe it as going into orbit around another planet, you know, because it's just, and I've described it as flying indoors… for the guy that's just, you know, a flightseeing guy, you know, doesn't climb anything, he's going up there, he's seeing people climbing on the mountain. He's getting, wow, this is cool. He's never seen that before, you know. He's never seen anybody hanging on ropes or, you know, so that's a whole new thing for somebody from Iowa, you know. They don't know. They've never been anywhere. And so it provides more action, I guess, for them to go in there and watch climbers… And people that are in control of things all the time, you know, control freaks is essentially, you see them, and you'll fly them up there and they'll have a whole different, when they get back on the ground I'll get letters from them and e-mails from them saying, God, that's like really changed me. It's like, you know, they just have a different outlook on things, you know, because I think it's scary for a lot of people if they're riding, like in an airplane or a car and they're not in control. Because these guys, there's people out there that are just control freaks… And they get a little bounced around in the turbulence or the wind picks up a little bit, it gets a little cold. You know, something that's just kind of like, whoa, whoa, wait, wait a minute, you know, and it just gets them. They come back, and they're like totally humbled, like, man, they just never thought that anything like that existed. So it changes people… I've had people get out of the plane and pray… You know, I've had people up there just get out and start praying to their god or to the mountain that they're sitting in front of. I mean, you know, however it affects you, you know… Basically I describe it to them as flying indoors… It's like flying indoors. It's so big. It's bigger than they could imagine anything to be. It's like entering a whole different world… And that it is the most awesome thing that they will do in Alaska. We guarantee it… It's in my brochures and in my websites. You know, I mean, there's nothing else that compares to it. And that's pretty much how I sell it. *(Service Provider Interview ID#401)*

They don't really talk about, wow, it was really neat to see, you know, any one particular thing. It is the whole experience of it that I guess they remark about and talk to each other and want pictures taken and want to kind of relive a little bit of it and you come back in here and show them on the big map where you went and what you saw… I think they just are overwhelmed with the beauty and the size and, yeah, the remoteness. The fact that there is that type of place. *(Service Provider Interview ID#402)*

So I think it's, you're taking people from their normal life, which most people live in a city someplace where they go from home to work everyday and work back to home, and they come up to Alaska and it's a lot of new experiences… So they're getting a lot of experiences and seeing how, wow, other people within the United States live differently, work differently, act kind of sort of the same but we get to live in a completely different environment and work in a different environment… And I think that's what they learn is the fact that this is part of the United States but it's completely different than the day-to-day life they live. And being able to go up in the mountains like that, you're taking them from their urban environment and putting them into essentially a backcountry wilderness area in a fairly short amount of time in an environment or with a method that almost anyone can enjoy… But these folks, they kind of,

they're not, they're not outdoors people and yet you can take them to an environment, they realize, wow, this is a tremendous outdoors experience that they can enjoy too for a short amount of time, and that's it, and then they leave, but they've had that great experience. *(Service Provider Interview ID#403)*

There's really no comparison as far as the kind of things that we do here. The weather is so vastly different and changeable at any time. I think it's a special area up here. It's definitely unique as far as anything else in the lower 48. *(Service Provider Interview ID#405)*

If we can get into where they can really see the rock formations and the glaciers and lighting's right, of course that's the optimum thing, but even if we don't get just the really choice weather there's still a lot up there to see and it's something if you was going to see it all it'd take hundreds of hours… once-in-a-lifetime experience. That they would see things that there was no other way for them to see. That it's part of our heritage. That I'd highly recommend it. It's fairly expensive, but I would still recommend it to them to go and enjoy… I would probably describe it as an ultimate experience as far as thrills are concerned… Alaska is a big state with a lot of things to see. And this is one of the premium thrills… I think most of them value the experience and the photographs they take and opportunity to visit with their friends when they get home and tell them what their experience is up here… I think most of them are looking for an experience. That would include the climbers and the tourists both. There are some people that we take up that are doing research projects, but, again, I think 98 percent of them are, and a large portion of them are older people that are retired and I think they're just doing things that they wanted to do all their life, and this is one of them. *(Service Provider Interview ID#406)*

They get to see something that a very small percentage of the earth's population, less than one percent get to see. And so they're usually overjoyed by all that or are speechless… They don't have any idea what they're going to get into when they go, but when they get back they are basically speechless, and it takes an hour or two for it to kind of set in what really happened to them and what they got to see and what they did… Actually, I think of this experience that I'm providing for the tourists as a once-in-a-lifetime experience that they will never again get to capture. And whether it's over the park or the Talkeetna Mountains or wherever it is, it's an experience that they'll never repeat, unless they pay to go again, basically. *(Service Provider Interview ID#407)*

Oh, well, what do you value when you do something you've never done before that is just awe striking? It's a moving experience. *(Service Provider Interview ID#409)*

Well, first off, the flight is unique in the world. I've done some flying in the Himalayas and been in New Zealand and other mountain ranges in the world and this one by far is the most, I'd say the most unique and most intimate tour that you can get in the mountains, just because in the Himalaya you're dealing with such high altitudes that, and the glaciers aren't as well developed there that you can't do glacier landings and you can't really fly intimately in the mountains because, you know, wind and altitude, where here things are relatively low altitude and you can get people right into the mountains much easier here, and it is very well protected from the wind for the most part… But also just having your feet in the snow and just looking around at the vast

scale. People, I mean, it will be the only time in most people's lives that they ever are able to get into a mountain scene like that. *(Service Provider Interview ID#410)*

R: For the first-time climbers they're like, oh man, this is incredible, because they've never been in a mountain range that's so vertical and so dramatic… Unlike anything they've ever done before, and there's no way you can describe what you're going to see. You can show pictures. You know how you can show videos, but until you're actually there and experience it it's unlike anything that you've ever done. *(Service Provider Interview ID#411)*

Ice and Snow

And then when they're on the glacier, depending on what the conditions are, if it's warm out, of course, they can't believe how warm it is, you know, standing in snow. They can't believe that it's as accommodating, you know, because when you're standing there when it feels like it's 80 degrees and you're standing in your tennis shoes, you know, and you're not sinking into your knees, it's just really nice. *(Service Provider Interview ID#401)*

If we can get into where they can really see the rock formations and the glaciers and lighting's right, of course that's the optimum thing, but even if we don't get just the really choice weather there's still a lot up there to see and it's something if you was going to see it all it'd take hundreds of hours. *(Service Provider Interview ID#406)*

Changing Environment

I: *What do clients tend to talk about most when returning from a trip?* **R**: Boy, that's a tough one. Depends on where they're from. Like sometimes you have clients from Florida and they've been in flat ground so they haven't seen snow in many years, or never seen snow. So they talk about being on the glacier itself as being a great thing. It's like, wow, we're on snow, we're on a moving part of a mountain up here and we're at 6,000 or 7,000 feet and, you know, there's snow all over the place and they're just having a great time. *(Service Provider Interview ID#403)*

If we can get into where they can really see the rock formations and the glaciers and lighting's right, of course that's the optimum thing, but even if we don't get just the really choice weather there's still a lot up there to see and it's something if you was going to see it all it'd take hundreds of hours. *(Service Provider Interview ID#406)*

Some people will be dazzled by the color of the ice. Wow. I've never imagined it would be so blue. Other people will be miffed at, oh wow, McKinley didn't really look that high. Other people will say, oh wow, it's a huge mountain. Some people will talk about the bear we saw just before we landed over everything else that was out there. I guess I'm not thinking of anything in particular that really stands out that everybody talks about. It's just surprisingly varying. *(Service Provider Interview ID#412)*

Isolation

Well, that's where I kind of give those comments when we fly is the fact that we leave here and there's a two-lane asphalt road and you won't see another one for 350 miles. Try to give them an idea of the fact that they're covering a lot of wilderness… And that's what I try to explain to them is it's actually a very open area. It's not settled. You're not going to see a lot of civilization… There's random or scattered settlements and houses and cabins out there, but what they're going to see is a large, flat, open area of about 40 miles before we start entering the mountainous area and we have this range of mountains. So I describe it as a range of mountains that actually divides the state in half and so you're talking about, obviously, the highest mountain in North America, so you've got supporting peaks. So you're seeing a very dramatic mountain range that comes up from a large, flat open area. *(Service Provider Interview ID#403)*

R: Yeah, I would consider it a wilderness experience. **I**: *And for what reason?* **R**: Because it's a place where you're not going to exist without outside help, and there is no outside help up there. It's a small glimpse into the wilderness is what it is. *(Service Provider Interview ID#408)*

But usually people like seeing other planes up there, especially, you know, if you're flying and you see another plane a mile away flying across is just an amazing sight. I mean even as pilots looking out at other planes, you know, the scale, you can absorb the scale and it's just nice to see. You know, and even climbers, to a certain extent, like to see other planes, especially if they're doing something that is technical or hard or dangerous. They want to, okay, somebody's checking up on me, this is great. And, but even on the glacier landing part of it, you know, other planes, it's nice to have a few other planes in there too, because you can get a picture of a few planes and actually on the scenic tour people aren't there for a wilderness experience and it's kind of nice, you know, that we mix, you know, we'll take two or three planes up at a time and land and people get together and talk and, you know, sometimes they meet people from their hometown on the Ruth Glacier, you know, 4,000 or 5,000 miles away from their home. So, but it's all been very positive thing. I haven't ever heard that, where somebody landed on a glacier and goes, geez, look at all these other planes or people. *(Service Provider Interview ID#410)*

Safety in Numbers

I think that all of these glaciers that we're taking people into, the more people you have there, the safer it is, in the sense that there's going to be a chance that one of them's going to be an EMT or a doctor or be able to provide, there's more food service, there's, you know, there's going to be more fuel, which would certainly sustain life a little bit more if there was nobody there. *(Service Provider Interview ID#401)*

You want to take tourists to places where there are other airplanes, other people, camps set up and that type. If for any reason the weather came in or you had just even a minor problem with the airplane you wouldn't want to have people stuck up in the glacier for, you know, a few days, or a problem like that that you couldn't take care of right away. So there's a lot of safety in numbers with other airplanes and other camps already set up in the area. *(Service Provider Interview ID#402)*

Landing on the Glacier

I term it as an experience, you know, for them to go up there and land on the glacier. *(Service Provider Interview ID#401)*

Where you feel like you're out there by yourself and alone, or take your kids up in the high country up here and you're kind of off trail just following the high points is pretty much a wilderness experience. But this glacier landing stuff isn't. And neither is the West Buttress climb. *(Service Provider Interview ID#402)*

…the glacier landing seems to be the biggest thing. *(Service Provider Interview ID#403)*

Mainly landing on the glacier and how fun that was, just because primarily there's only two places in the world, really, that you can land on glaciers like this, and that's here and in New Zealand… The flight tour is spectacular in its own right, as far as the visuals that you see. But the glacier landing is really the highlight of people's trip [inaudible] seeing McKinley…Wilderness to me is trees and green and places I can walk and get to. As far as going in on the north side, if I was [inaudible] telling people to go over there and do a backpacking trip. And, yeah, to me that would be a wilderness experience. But landing on the glacier at 5,500 feet to me is not a wilderness experience. *(Service Provider Interview ID#405)*

I: *What about seeing other planes?* **R**: Well, if it's at a nice distance it's a good thing to point it out to give a perspective on the size up there because, I mean, you're looking at a, you're on a glacier that's two miles wide and it looks like it's maybe 300 yards wide. There's nothing to give you perspective, no trees, no people, no nothing. But then you see a little plane fly by over there. It's just when you see a big plane fly by over here, you know, that's something I don't like to see. *(Service Provider Interview ID#409)*

Also, the glacier landing is, it breaks up the flight to where you're flying around for, say 45 minutes and you land in the mountains and people just get a feel for what the mountains are really like. You can fly around and it's actually one-dimensional when you're flying. But when you land and get out and actually the engine stops and you hear the silence and the occasional avalanche rumbling in the background, it really, I mean, people are there… You know, oftentimes we land on the glaciers and there's people just coming back from their climb or just starting their climb and they actually, you know, can get a handle on and talk to the people. And the climbers get a kick out of it because, you know, they're just used to talking to climbers all the time and vice versa. So everybody, you know, enters different type of mentalities and it's just a good exchange usually. *(Service Provider Interview ID#410)*

R: I mean, there's so many factors and different people are impressed by different things. But certainly the glacier landing is the high point for many of them… I: So do you think that glacier landing adds to the trip for ... R: Oh, absolutely. You know, every person who's done it has said, this is the best thing we've done in Alaska. Or many of them have said, this is the best thing I've ever done in my life. I mean that's typically what we hear… Well, I think it's actually standing

out on the glacier in the middle of this immense area that they have no conception of the scale of and seeing how immense things are, and being in an environment that's totally, totally alien to them. *(Service Provider Interview ID#411)*

The majority of them want to land on the glacier. That's a big hit. *(Service Provider Interview ID#412)*

The National Park Experience

Sometimes we say to them, I say, on my way back I say, you know, that whole area we were in there was a national park and there's a little bit of a state park here and now we're going to see some cabins along some of these little lakes down here and you start talking about it that way… Here there is no idea that you're in a national park unless someone tells you… And I've kind of said to them in some of these meetings over the years past, there's two parks here. The north side is bus tours, animals, tundra, wilderness if you want to go out and go hiking. The south side is mountains, glaciers, climbers, flightseeing. They are the same park boundaries, you know, they all encompass the same one, but there's really two distinct areas that have completely different experiences and they just happen to be connected with a large box. *(Service Provider Interview ID#402)*

I: *And you think that feels like a national park experience, the flying part?* **R**: No, not really, no. It's more or less a regular sightseeing. It's like flying the Grand Canyon. You know, you get one perspective when you're on the ground in the Grand Canyon, there's a national park. If you go to the Grand Canyon and get on one of their helicopter flightseeing tours or airplane flightseeing tours it's not the same as the experience in the park. *(Service Provider Interview ID#404)*

I don't think of it as a national park when I'm up there, and I have to remember that it is. In fact, the people ask where the park boundary is. That's a pretty common question to hear on a scenic flight. And the first time I heard that I thought, wow, that's kind of an odd question. And had to pull out my map and look at it and find out it comes right down to the terminus of the glaciers here on the south side. But people do seem to want to know that, and so for most of those folks I suppose so… But Alaska's different. It seems much more remote, and maybe that's just because you can't drive through the park like you can Rocky Mountain National Park. Because you can't do that, you don't see as many people in it, so likely if you were to go get a backcountry permit and go stomping around in Denali Park anywhere you wouldn't encounter nearly the number of people you do with a backcountry permit anywhere in Rocky Mountain National Park. I think Denali National Park is pretty unique just in terms of what it has to offer and wildlife, its glaciers, remoteness. *(Service Provider Interview ID#412)*

Wilderness Experience

If they walk in from Wonder Lake to do the climb, or walk out that way, do a traverse, you could say part of that is a wilderness experience. But the climb itself is not if they go up the West Buttress route. *(Service Provider Interview ID#402)*

I call it an emotional experience to where you really get someone to realize there's some tremendous wilderness out here… So, yeah, I would call it more of a wilderness experience because they're in an area to where there's very little support from the outside world. The only thing that we have up there is what's flown in to take care of the people, and that's the only way you can do anything. *(Service Provider Interview ID#403)*

Well, if you get 20 miles off the highway up here you're in the wilderness, as far as I'm concerned. If it's farther than you can walk in a day, you're in the wilderness and there's no other roads within walking distance in a day's time. So I guess it would be considered wilderness. *(Service Provider Interview ID#404)*

I: *Would you describe it as a wilderness experience?* **R**: No, because there's not really any wilderness there. It's mountain peaks and snow and ice. I would classify the north side as a wilderness experience, just because it's green and bare, more bare land, I guess. *(Service Provider Interview ID#405)*

R: Yeah, I would consider it a wilderness experience. **I**: *And for what reason?* **R**: Because it's a place where you're not going to exist without outside help, and there is no outside help up there. It's a small glimpse into the wilderness is what it is. *(Service Provider Interview ID#408)*

But to, you know, the people who live here or the pilots who've been flying here a long time it's not like the great transition like it is for the passengers. But you pick it up from the passengers. I mean you pick up a lot from the people who have been there and actually, you know, makes you see certain things that you might miss because they're always looking and pointing at things that you might overlook just from being up there so much. I mean, it is, you know, for most people who go up there, a wilderness experience because, I mean, you know, there's very little human development up there and it's, I mean, people often ask, you know, they see what the glaciers have done up there and often ask whether man has piled the gravel up there or whether it's natural. So in some ways it does look like it's been contrived in a sense, that man could have possibly done a few things up there. But, I mean, I think once they get a handle on where they are and just the immensity of the type of work that's been done up there over millions of years, then you realize, well, nobody could ever do that. *(Service Provider Interview ID#410)*

Of course. I mean it's definitely wilderness. There's nothing there, other than the mountain house, and then the climbers' tents. Definitely wilderness. And it's wilderness that's really unlike any other wilderness that most people have been exposed to. *(Service Provider Interview ID#411)*

I: *Would you describe it as a wilderness experience?* **R**: Certainly. **I**: *How come?* **R**: There's nothing there. It's all pretty much wilderness and, in fact, just because of what we do here in Talkeetna it's so common to be there that you can kind of forget that. But if you're out on a glacier and all of a sudden the clouds roll in, the reality of where you are begins to set in. It's like, wow, I'm 50 miles from anything. And it's just what you happen to have in the airplane is what you have until you can take off again. And I've had to spend the night on the glacier two or three times now… Never had to spend the night with tourists, but I've gone into the place and by

the time I unloaded and whoever I was taking in there and loaded up the people that were wanting to go home, why the fog builds up on the runway or something and you just can't go, and there you are. And so I carry a little bag with me that has all my stuff that I might need should I have to spend some time on the glacier. And so it is, in fact, wilderness and you figure that out pretty quick if you have to spend any time there. *(Service Provider Interview ID#412)*

McKinley

There's random or scattered settlements and houses and cabins out there, but what they're going to see is a large, flat, open area of about 40 miles before we start entering the mountainous area and we have this range of mountains. So I describe it as a range of mountains that actually divides the state in half and so you're talking about, obviously, the highest mountain in North America, so you've got supporting peaks. So you're seeing a very dramatic mountain range that comes up from a large, flat open area. *(Service Provider Interview ID#403)*

It's the best thing they've done in Alaska. I don't think I've ever had any negative reactions on any of the flightseeing trips, unless it was a trip where we just couldn't see anything and had to turn around and come back… how spectacular the mountain is and how big it looks and they thought we were so close to it. *(Service Provider Interview ID#404)*

The flight tour is spectacular in its own right, as far as the visuals that you see. But the glacier landing is really the highlight of people's trip [inaudible] seeing McKinley. *(Service Provider Interview ID#405)*

I've seen people come in who are absolutely terrified of airplanes, but wanted to see McKinley. It was cloudy, you couldn't see it from the road and so with much trepidation they get on one of these little airplanes and they go fly. And they're so dazzled by what you see out the windows that they forget to be nervous even and will settle down. So that's, just having some visibility to see something is the biggest thing… The most common landing area on the Ruth Glacier, where the majority of the scenic flights get landed, there really isn't that good of a view of McKinley, you can sort of see the peak. It's some sort of different angle and it doesn't really look like it's that much higher than everything else that you're surrounded with. People say, is that really McKinley?... **I**: *What do you think affects the climbers' enjoyment of their flight, positive or negative?* **R**: Getting to where they're going. That's pretty much what they're concerned about. Very rarely does the climber ever say, oh, well could you fly over here, I'd like to look at that. If they're going somewhere other than, say, to climb the West Buttress at McKinley they're doing something on Huntington or Mount Hunter or even Foraker, they might say, well, could we go look at this as we're going over there, but it's just to see, perhaps, a challenging spot on their route… Some people will be dazzled by the color of the ice. Wow. I've never imagined it would be so blue. Other people will be miffed at, oh wow, McKinley didn't really look that high. Other people will say, oh wow, it's a huge mountain. Some people will talk about the bear we saw just before we landed over everything else that was out there. I guess I'm not thinking of anything in particular that really stands out that everybody talks about. It's just surprisingly varying… **I**: *What about the climbers? What do they tend to talk about when coming back?* **R**: Very little. They're usually pretty quiet… I rarely ever will ask anybody if they made the summit because

you never know what these guys have been through. You know, like the guys that are out there right now, you know, they're battling 70, 80 mile an hour winds and huge snowfalls and likely the majority of those folks aren't going to make the summit if this system stays here. As soon as it lets up they're going to come down, they'll be running out of food. And so to ask these guys as soon as they get to the airplane, well, did you make the summit, you know, they're already frustrated because they were up there and they had to deal with all that and they just ran out of time and now they didn't get a try for the summit really… If they made the summit usually it's just a real casual, oh yeah, we summited, you know, three days ago and it was great. And once in a while they'll talk amongst themselves about an interesting spot on the trail that they had to work through or experience along the way. *(Service Provider Interview ID#412)*

Seeing Climbers

…go around the mountain and they can see the climbers up there and they think, wow, those guys are taking three weeks to get up here and see the same thing that I'm seeing in an hour's time. *(Service Provider Interview ID#404)*

I: *What do the flightseers tend to think when they see climbers?* **R**: They like to see climbers. You know, we point them out and point out, we tell them about the climbing. That's part of, when we get over onto the climbing side, if we do that tour that's part of what they're very interested in. *(Service Provider Interview ID#411)*

The Plane

R: Well, if it's at a nice distance it's a good thing to point it out to give a perspective on the size up there because, I mean, you're looking at a, you're on a glacier that's two miles wide and it looks like it's maybe 300 yards wide. There's nothing to give you perspective, no trees, no people, no nothing. But then you see a little plane fly by over there. It's just when you see a big plane fly by over here, you know, that's something I don't like to see… **I**: *In your mind, do you think that the people like seeing other planes or do you think that kind of detracts from their experience out there?* **R**: Oh. I think it can go both ways. Too many planes, I think it's good to see a few planes, it gives you a perspective. They like to see the planes take off and land on the glacier and where we land. If it's really busy trafficwise that detracts. If you get hit by one of them that detracts. *(Service Provider Interview ID#409)*

But usually people like seeing other planes up there, especially, you know, if you're flying and you see another plane a mile away flying across is just an amazing sight. I mean even as pilots looking out at other planes, you know, the scale, you can absorb the scale and it's just nice to see. You know, and even climbers, to a certain extent, like to see other planes, especially if they're doing something that is technical or hard or dangerous. They want to, okay, somebody's checking up on me, this is great. And, but even on the glacier landing part of it, you know, other planes, it's nice to have a few other planes in there too, because you can get a picture of a few planes and actually on the scenic tour people aren't there for a wilderness experience and it's kind of nice, you know, that we mix, you know, we'll take two or three planes up at a time and

land and people get together and talk and, you know, sometimes they meet people from their hometown on the Ruth Glacier, you know, 4,000 or 5,000 miles away from their home. So, but it's all been very positive thing. I haven't ever heard that, where somebody landed on a glacier and goes, geez, look at all these other planes or people. *(Service Provider Interview ID#410)*

Influences on Visitor Experiences (Objective One):

Weather

There have been people, oh, in years past, where they were just gonna go up for a day trip and did get stuck overnight. I mean, it's kind of one of those, oh, my gosh, we got stuck overnight, makes a big thing out of their trip. But you would never really want to do that intentionally…Well, suppose you were up there and you had four people in the airplane with you and you were in the middle of nowhere and you just got stuck the weather. You know, you don't know when the weather's going to get better. You could talk to other airplanes overhead on the radio and say, hey, we're stuck down here on the glacier, everybody's okay…But, you know, how many games of cards you going to play with these people? And, oh, you know, you got survival gear and stuff with you on the airplane, but it's still kind of one of those, people'd be looking at their watches for the next 12 hours, you know. So, like I said, better to land at a place that has people already there…The weather. The weather. Okay? So if the mountain is out and the weather is great, I mean, it's a thrill…People don't like it when it's bumpy, so we try to avoid those areas where they're going to get bounced around…So sometimes base camp gets more traffic than just climbers and just simply for the weather. When they land they want to be able to see the mountain, even if it's partially obscured. And so it isn't a matter of saying, well let's land them down on the Pika. The Pika's okay, except you can't see McKinley from there. *(Service Provider Interview ID#402)*

Well, what affects the enjoyment of it, of course, is the weather…If we have a bumpy day, you know, sometimes they don't enjoy the flight as much, but generally in this type of business we're just not flying unless the weather's good, you know. I mean, it's a sightseeing trip so, it's not a matter of just trying to get there and get back. *(Service Provider Interview ID#404)*

Of course, weather is the big one…There's really no comparison as far as the kind of things that we do here. The weather is so vastly different and changeable at any time. I think it's a special area up here. It's definitely unique as far as anything else in the lower 48. *(Service Provider Interview ID#405)*

I see very few negative things, except when the weather's down and we can't go is probably the most disappointing thing to clients. Weather is probably the biggest thing that affects the pleasure, the thrill of the trip. *(Service Provider Interview ID#406)*

Well, on the negative side the weather affects their enjoyment of the flightseeing tour…And on the positive side it'd be the same, just the opposite. It would be the same. If the weather was good, why they always have a great time, you know. *(Service Provider Interview ID#407)*

The weather. That's pretty much most of it. I mean we generally have a good time, and I enjoy it when there's a little bit of weather and it's not a perfect day, then I have to think. We have to do different routes around the clouds and such. So I have a good time. If it's bumpy it doesn't bother me. Sometimes that'll bother the clients. So the main thing is the weather. They want to see the mountains so they want the perfect day and they want to see the summit of McKinley. So that would, that's the main influence on everything as far as tourists. *(Service Provider Interview ID#409)*

Well, I mean, the first factor of it all is weather. I mean if the weather's really good our job's easy, you know, we can fly around in there and it's pretty straightforward showing people what the, you know, all the beauty that's up there, the glaciers and the peaks. You know, most of it is the customer relations that people have. We try to focus on that and hire people who really like to deal with people, so, especially in the office, and pilots. I mean half of the job is flying and half of it's being a guide up there, and so a person who's social and gets along well with others and, you know, just looks forward to meeting people we tend to like to have around…So I'd say between weather and just customer relations and actually having a good crew and really well-maintained equipment the people really notice that. *(Service Provider Interview ID#410)*

And turbulence is probably the biggest factor in making people uncomfortable. It seems to make them uneasy. Fortunately right in this area we don't really get a lot. Once in a while it happens, but not really too bad. You basically just want a smooth ride. *(Service Provider Interview ID#412)*

Seeing Other People

You want to take tourists to places where there are other airplanes, other people, camps set up and that type. If for any reason the weather came in or you had just even a minor problem with the airplane you wouldn't want to have people stuck up in the glacier for, you know, a few days, or a problem like that that you couldn't take care of right away. So there's a lot of safety in numbers with other airplanes and other camps already set up in the area…There have been people, oh, in years past, where they were just gonna go up for a day trip and did get stuck overnight. I mean, it's kind of one of those, oh, my gosh, we got stuck overnight, makes a big thing out of their trip. But you would never really want to do that intentionally… People love it when they can see climbers…If they could see the trail and they could see camps set up and stuff like that. One of the reasons here, it kind of gives them a perspective of distance and it's kind of one of those things, they go, oh, my gosh, look, there's a climber's tent. Ooh, I got to see it. You can usually tell because they're all up with cameras at that point taking pictures…And they watch other people land and realize, ooh, we just did that, too. And so it's exciting to watch that, I think for people, if they are on, let's say the Ruth Glacier and there is a tent set up or they can see some climbers in the distance, they like that. At base camp, they like to go there and look, but, then again, if you were a climber there at base camp would you want kind of people walking around taking your picture? You know, it's kind of like the zoo experience there. So, and there are messages that come out all the time, please refrain from bringing your scenic flights into base camp. Try to bring them to the Ruth…If you drop somebody off in the Kichatna Spires, you know, two guys doing rock climbing, that's a wilderness experience because there isn't going to

be anybody in there until you come back and pick them up two weeks later. *(Service Provider Interview ID#403)*

We were flying up there the other day and our twin-engine airplane, we can go in bad weather when the bad weather's down low, and you get above about 10,000 feet and you're up in the sunshine so you actually see most of the mountain, and the people down here on the ground can't see anything. We get in the airplane and get up to 10,000 feet and we can see all the climbers going up the mountain, see the base camp at 14,000 feet and 16,000 feet camps and we probably saw 30 or 40 climbers actually going up the mountain that day…Of course, we have to point them out to them the first time. Well, you see that little dot down there, those five or six little black dots, those are actually climbers. And once they pick up and know what to look for they can see. I mean, they can see them, once in a while we're close enough, they can actually see them moving, you know, on the trail. You can always see the trails up the mountain. Yeah, they get a big kick out of that. *(Service Provider Interview ID#404)*

You know, oftentimes we land on the glaciers and there's people just coming back from their climb or just starting their climb and they actually, you know, can get a handle on and talk to the people. And the climbers get a kick out of it because, you know, they're just used to talking to climbers all the time and vice versa. So everybody, you know, enters different type of mentalities and it's just a good exchange usually. *(Service Provider Interview ID#410)*

I: *What do the flightseers tend to think when they see climbers?* **R**: They like to see climbers. You know, we point them out and point out, we tell them about the climbing. That's part of, when we get over onto the climbing side, if we do that tour that's part of what they're very interested in. *(Service Provider Interview ID#411)*

Landing on a Glacier

You don't even necessarily have to land…But when you do land it's the highlight of the trip…But if they do land it's such a big deal that they, you know, that's probably, of the whole trip it's the glacier landing and the, just the awesome closeness that they get when they're standing on the glacier looking at these rock wall. *(Service Provider Interview ID#401)*

…the glacier landing seems to be the biggest thing. *(Service Provider Interview ID#403)*

I: *What do you think that glacier landing adds for people on flightseeing tours?* **R**: Even if they don't want to do it and they get talked into it they're usually ecstatic. It's always something they couldn't believe they're doing. So yes, that's definitely a plus…But yeah, they've got to go flightsee the mountain. Pretty much if you come up here you've got to go around the mountain. You've got to land on the glacier. That's what I tell my friends who are thinking about visiting. *(Service Provider Interview ID#409)*

Also, the glacier landing is, it breaks up the flight to where you're flying around for, say 45 minutes and you land in the mountains and people just get a feel for what the mountains are really like. You can fly around and it's actually one-dimensional when you're flying. But when

you land and get out and actually the engine stops and you hear the silence and the occasional avalanche rumbling in the background, it really, I mean, people are there…You know, oftentimes we land on the glaciers and there's people just coming back from their climb or just starting their climb and they actually, you know, can get a handle on and talk to the people. And the climbers get a kick out of it because, you know, they're just used to talking to climbers all the time and vice versa. So everybody, you know, enters different type of mentalities and it's just a good exchange usually. *(Service Provider Interview ID#410)*

R: I mean, there's so many factors and different people are impressed by different things. But certainly the glacier landing is the high point for many of them…**I**: *So do you think that glacier landing adds to the trip for* ... **R**: Oh, absolutely. You know, every person who's done it has said, this is the best thing we've done in Alaska. Or many of them have said, this is the best thing I've ever done in my life. I mean that's typically what we hear. *(Service Provider Interview ID#411)*

The majority of them want to land on the glacier. That's a big hit…Some people will be dazzled by the color of the ice. Wow. I've never imagined it would be so blue. *(Service Provider Interview ID#412)*

Large, contiguous area

I'd say probably the size. I don't know how it compares. I wouldn't imagine this is small, I think it's probably the largest national park in the United States, isn't it? *(Service Provider Interview ID#401)*

Like the crevasses, they look like little cracks in the ice, and you get down close and you see it's a chasm that's 100 foot wide or 200, 300 feet deep. *(Service Provider Interview ID#404)*

Well, first of all it's a huge area. I mean the entire thing is immense, but also the contrast of colors, the snow and ice versus the rock. It just has an awesome beauty to it. And the fact that there's nothing there in the upper parts of it are pretty incredible. I mean, I think that would certainly, that would tend to make it wilderness all by itself. But I think then you add to that just the uniqueness, the uses, the outdoor uses that people find there makes it a very unique outdoor wilderness area. *(Service Provider Interview ID#411)*

Flying for access

From what I've seen of Yosemite and some of the other national parks, they're pretty much the same way. Anyone can go there and experience it relatively easily. This one's a little bit different. This one takes a lot more to actually, while you can take the bus tour into the park, which shows you part of the park, that only allows you to experience part of what's really there. Doing what we do, and even if we don't land, I still think gives people an ability to experience, number one, they've got the highest peak in North America, which they can see and visualize and get up close to, so they have a real understanding of that perspective. *(Service Provider Interview ID#403)*

This is the only national park that I know of that you can't really hike to very easily…The accessibility is extremely limited, as far as, for us to take people in, it's a specialty as far as taking people in and showing them the mountain and flying around. *(Service Provider Interview ID#405)*

There's nothing there. It's all pretty much wilderness and, in fact, just because of what we do here in Talkeetna it's so common to be there that you can kind of forget that. But if you're out on a glacier and all of a sudden the clouds roll in, the reality of where you are begins to set in. It's like, wow, I'm 50 miles from anything. And it's just what you happen to have in the airplane is what you have until you can take off again. And I've had to spend the night on the glacier two or three times now…Never had to spend the night with tourists, but I've gone into the place and by the time I unloaded and whoever I was taking in there and loaded up the people that were wanting to go home, why the fog builds up on the runway or something and you just can't go, and there you are. And so I carry a little bag with me that has all my stuff that I might need should I have to spend some time on the glacier. And so it is, in fact, wilderness and you figure that out pretty quick if you have to spend any time there…But Alaska's different. It seems much more remote, and maybe that's just because you can't drive through the park like you can Rocky Mountain National Park. Because you can't do that, you don't see as many people in it, so likely if you were to go get a backcountry permit and go stomping around in Denali Park anywhere you wouldn't encounter nearly the number of people you do with a backcountry permit anywhere in Rocky Mountain National Park. I think Denali National Park is pretty unique just in terms of what it has to offer and wildlife, its glaciers, remoteness. *(Service Provider Interview ID#412)*

Seeing Other Aircraft

…watching other planes land and take off is pretty thrilling because they go, ooh. And I say, now watch, they'll disappear out of sight, ooh, there they are again, because they kind of go over the hill and they take off again. They like to watch that because they know that's going to be them. It's like watching your turn come up…And they watch other people land and realize, ooh, we just did that, too. And so it's exciting to watch that, I think for people, if they are on, let's say the Ruth Glacier and there is a tent set up or they can see some climbers in the distance, they like that. At base camp, they like to go there and look, but, then again, if you were a climber there at base camp would you want kind of people walking around taking your picture? You know, it's kind of like the zoo experience there. So, and there are messages that come out all the time, please refrain from bringing your scenic flights into base camp. Try to bring them to the Ruth. *(Service Provider Interview ID#402)*

But I think overall the compromises that are made seem to work out very well. I've spent a week on the glacier and I'll be honest, I think I heard an airplane once, even though with the number of flights that go overhead, due to the vastness of the terrain and the nature of it, it's really surprisingly that you don't even notice very often that there is an airplane over your head, if there is one, because I enjoy those experiences, too. *(Service Provider Interview ID#403)*

About the only time we see other airplanes is when we're taking off and landing at the Ruth Glacier. And we use like a regular traffic pattern up there, just like you use here at the airport. And, of course, people, when we're on the glacier looking around, they like to see other airplanes coming in and landing. Oh, wow, that's just what we did, you know. And then they like to see the other airplanes taking off. That's about the only time we see other airplanes is either at the base camp or on the Ruth Glacier. *(Service Provider Interview ID#404)*

I: *In your mind, do you think that the people like seeing other planes or do you think that kind of detracts from their experience out there?* **R**: Oh. I think it can go both ways. Too many planes, I think it's good to see a few planes, it gives you a perspective. They like to see the planes take off and land on the glacier and where we land. If it's really busy trafficwise that detracts. If you get hit by one of them that detracts. *(Service Provider Interview ID#409)*

You know, and even climbers, to a certain extent, like to see other planes, especially if they're doing something that is technical or hard or dangerous. They want to, okay, somebody's checking up on me, this is great. And, but even on the glacier landing part of it, you know, other planes, it's nice to have a few other planes in there too, because you can get a picture of a few planes and actually on the scenic tour people aren't there for a wilderness experience and it's kind of nice, you know, that we mix, you know, we'll take two or three planes up at a time and land and people get together and talk and, you know, sometimes they meet people from their hometown on the Ruth Glacier, you know, 4,000 or 5,000 miles away from their home. So, but it's all been very positive thing. I haven't ever heard that, where somebody landed on a glacier and goes, geez, look at all these other planes or people. *(Service Provider Interview ID#410)*

I: *What about when they see other planes?* **R**: I don't really think there's much feedback. I don't think that the average passenger sees the other airplanes that much…And I've passed any number of airplanes, you know, a mile or so apart and nobody on board my airplane saw the other one unless I pointed it out. Sometimes it's kind of cool to see another airplane down there. It's like, hey, look over there. They go, oh wow, that's kind of cool. And every once in a while, somebody, usually whoever's riding in the front seat and beside the pilot, will point out something. Like, oh, here's an airplane over here, but that's a little more rare. But I haven't, I don't think I've ever heard anybody comment about being close to another airplane or anything like that on a scenic flight. *(Service Provider Interview ID#412)*

Their Plane Ride

...they ask how many people are going to be in the plane…can we pick our seats…The window is the big thing…I mean, one of the things I like about these is that a lot of times when I'm pointing out features I'm pointing out the opposite side of the airplane and pointing down the wing line which means that everybody on my side can see out the other side also…So it isn't a matter of just having your own window. It's the total number of windows on the airplane. *(Service Provider Interview ID#402)*

Having good things to show them as far as showing them where the basic climbing routes are, explaining some of the terrain as we get to the mountain I think helps that increase a more

positive experience. We don't just fly and not talk to them and let them just see things, which is kind of nice in itself. But explain the terrain a little bit to them so they understand the geography of Alaska and the wilderness that we have up here…You know, if you talk about somebody from Florida, it's essentially, we're flying from Miami all the way west across the peninsula to Naples, Florida, just to get to this place, and yet they can see it from when they take off. Well, normally when you take off in Miami you can't see the west coast of Florida. You just can't see those things. The air's so beautiful and clear, you can see hundreds of miles down range in some cases. So we get the tremendous vista and view of a very large portion of the state when they go fly. So I think that's pretty much about the main thing that they realize is wow, it's such a big place…I'll have some folks want to know the name of every stream and river we cross. I'll have other ones want to know the name of every small glacier that we go into, you know, feeder glacier that comes onto the main glaciers, or every peak. And some people are interested in how many climbers are there because it's a very interesting aspect of it is to see the tremendous number of people that come up here to climb the mountain because there's a lot of those folks up there and tremendous activities involved in that. So I haven't heard of one area where they want to know one thing. It's just like they want to know everything all at once. *(Service Provider Interview ID#403)*

We can climb up through the clouds and get on top and be a beautiful sunshine with the top of the mountain sticking out. *(Service Provider Interview ID#404)*

But our planes are spectacular. They're extremely clean. They all have clean paint and nice seats and they're comfortable and they all have, everybody has their own headset. They're able to talk to their friends on the plane with their own microphones and I'd say that's pretty much our main positive. The only people that really come back unhappy are the ones that something's happened on their trip, whether we're not able to land because of weather conditions or something's wrong up on the glacier that we decided to abort the landing. And we generally don't have any upset people. *(Service Provider Interview ID#405)*

You know, most of it is the customer relations that people have. We try to focus on that and hire people who really like to deal with people, so, especially in the office, and pilots. I mean half of the job is flying and half of it's being a guide up there, and so a person who's social and gets along well with others and, you know, just looks forward to meeting people we tend to like to have around…So I'd say between weather and just customer relations and actually having a good crew and really well-maintained equipment the people really notice that. *(Service Provider Interview ID#410)*

The Role of the Pilot

Flightseeing is not guided in a sense that there's a guide that goes with them… We don't, really, we offer suggestions on places to go, which certainly could be construed as guiding. But our primary job is really flying. *(Service Provider Interview ID#401)*

What you do is when you explain to them the mountain and the context of what it lies in, the geography, the terrain and all the other glaciers, many times you can take folks even on a day

where there's an overcast, where the can't see the summit and after they've been flying for 15 or 20 minutes they realize, wow, there's a lot of other great things to see out here… So I try to brief the clients ahead of time and let them know, hey, I'm going to do this, I'm going to do that. If I'm going to turn the aircraft they're kind of ready for it emotionally or psychologically before I turn the aircraft and bank to go a different direction because some folks have a little apprehension over height, and even though they're inside of an aircraft belted in, just turning an airplane to where they can see straight down kind of loosens them up a little bit and it's like, okay, so you can tell they're getting tight back there so you try to go ahead and relax them a little bit. Having good things to show them as far as showing them where the basic climbing routes are, explaining some of the terrain as we get to the mountain I think helps that increase a more positive experience. We don't just fly and not talk to them and let them just see things, which is kind of nice in itself. But explain the terrain a little bit to them so they understand the geography of Alaska and the wilderness that we have up here…There's random or scattered settlements and houses and cabins out there, but what they're going to see is a large, flat, open area of about 40 miles before we start entering the mountainous area and we have this range of mountains. So I describe it as a range of mountains that actually divides the state in half and so you're talking about, obviously, the highest mountain in North America, so you've got supporting peaks. So you're seeing a very dramatic mountain range that comes up from a large, flat open area…You know we talk about it being in a national park. You know, we try to discuss the state park and the national park so they understand there's different jurisdictions, just so they have an understanding of there are different classifications of categories of the land. But we don't emphasize the fact, I don't think too much, that this is a park and it would be different than being in another wilderness area. *(Service Provider Interview ID#403)*

We have to keep a little more accurate count on the people up there. So we do try to land on the Ruth Glacier at the Ruth Amphitheater whenever we can, if people want a landing. Sometimes we just fly around the mountain, show people the different routes up the mountain and just general glaciers and stuff like that… **I**: *Do you feel that that's a big part of your job as a pilot is to provide some information about the place?* **R**: As an air tour pilot, yes…We all talk on common frequencies and we have a whole, big list of reporting points and we make position reports on where we're at all the time, what altitude we're at and which way we're going. And this won't show up, of course, on your tape, but all these are little reporting points on this map and as you can see, me being in my second year, I still carry a map with me because it's 50 or 60 reporting points that we commonly use. And if somebody calls in a certain point and I can't remember where it is I'll look on the map right quick, but we very seldom actually see the other airplanes because we are keeping track of where everybody's at, and if I hear somebody's down in the gorge I won't go in the gorge right then. I'll wait a few minutes. *(Service Provider Interview ID#404)*

…we do it in a safe way and restrict people as far as where we're landing and different areas that we're going into. We're a little more conservative than the other air taxis on the strip…They are typically cruise passengers that are doing their land excursion. A lot of independent travelers, the adventurous type, I guess you would say, that want to go to the glacier and do this type of flying. The climbers and we have a lot of loyal climbers from overseas…When we're out on the glacier we maintain crowd control, which basically means we don't let our people walk around a lot up

there. They can take pictures of the airplanes and of each other and have snowball fights and stuff like that. But they don't have free reign on the glacier. *(Service Provider Interview ID#405)*

I'd try to give them an explanation of the glaciers seen, the hydrodynamics of the glacier, the history, or not the history, but the life cycle of the glacier and what's happening with the glacier and the different, I'm not sure quite what's the word is I'm looking for here. The make-up of the glacier and what causes the glacier to be and what causes the glacier to go away and basically the history of this particular area as far as the heighth of the glaciers, where they were and where the glaciers are actually dying away at and where the glacier is actually active at. So it's more than just a pretty scene. It's a, it lends to the global warming, the effect of, global warming is a factor that we're all dealing with and it's, there's a lot of, the glaciers have a big role in that, in the way that they're receding and dying away, more so than the human factor involved in it. *(Service Provider Interview ID#408)*

And usually there are a lot of questions. I go over geology, history, climbing routes, and so I find whatever their interests might be, or I ask them. And then I can talk more about that, or when they ask me questions. So pretty much I wait until they ask questions, and it'll be on the climbing or the geology or sometimes the history of the area. *(Service Provider Interview ID#409)*

…actually, each of the pilots has a narrative that they prepare and deliver and so it's informative and sometimes entertaining. And I think that that really makes or breaks a flight. You know, you just start going and not talking, I mean it's beautiful, but people like to learn about what they're seeing and like to be entertained, and in some cases the flightseers are nervous and they like to be soothed and you just have to know how to make their experience the best that it possibly can be. And that's what we try to do. *(Service Provider Interview ID#411)*

Sources of Conflict

People

It depends entirely on the condition of the snow, but in the vicinity of the Ruth Glacier. I mean we land at the mountain house strip with everybody else quite a lot. But because there gets to be so much traffic there we like to go somewhere else different. *(Service Provider Interview ID#412)*

Safety

So you take a sightseeing plane into a place where there's nobody there and you're way exposed, more than if you took it in where there's a climbing expedition or a glacier seminar, something like that. It's a safer deal… Now if you're going to take a group of people in with an airplane or with an air service and you've got 30 people you're going to move from here up to a glacier and back, you've got to make really sure that the weather's going to allow you to do that. That you're not going to end up having 30 people stuck on the glacier because when the weather moves in it can move in for a week. And what are you going to do with 30 people? There's no food. Where

are you going to put 30, enough food to keep 30 people alive for a week? Well, comfortably, I mean, just to keep them alive is all the rules say. It doesn't say you have to feed them three meals a day. But it's the thinking of it. What happens if the airplane flipped upside down and burned and you've got 30 people on the glacier with no place to stay? *(Service Provider Interview ID#401)*

We all talk on common frequencies and we have a whole, big list of reporting points and we make position reports on where we're at all the time, what altitude we're at and which way we're going. And this won't show up, of course, on your tape, but all these are little reporting points on this map and as you can see, me being in my second year, I still carry a map with me because it's 50 or 60 reporting points that we commonly use. And if somebody calls in a certain point and I can't remember where it is I'll look on the map right quick, but we very seldom actually see the other airplanes because we are keeping track of where everybody's at, and if I hear somebody's down in the gorge I won't go in the gorge right then. I'll wait a few minutes. *(Service Provider Interview ID#404)*

Visitor Characteristics (Objective Two):

Origins of visitors

I think the majority of the clients are from the United States, Canada. And then we get a fair amount of European and then Asian. You know, then that's for flightseeing…I'd say mostly United States and the rest of them are sort of spread around. *(Service Provider Interview ID#401)*

All over the lower 48 and overseas. We get a lot of foreign clients and, but we do get a large number of, I wouldn't call them exactly retirees, but folks that are towards the end of their working careers, or retirees seem to be the majority of the clients. *(Service Provider Interview ID#403)*

Typically people that come in on the train that are visiting Alaska, a lot of the people that come up on the cruise ships and then take the train trip from Anchorage on up to Fairbanks…Our climbers are from all over the world. We get climbers that come to climb the mountain from just about every country in the world…Maybe five to 10 percent of the people are local Alaskans that just want to go sightseeing around the mountain. But primarily it's out-of-state visitors. I'd say probably 90 percent are out-of-state visitors…We do get quite a few people that are in motorhomes or campers. They're camping in Denali and then they want to go up in the air to see it from the air, get kind of an overall picture of the park. *(Service Provider Interview ID#404)*

I don't have exact figures on it, but I would guess that probably 30 or 40 percent of them are foreign countries. We see a lot of people from Germany and a lot of people from oriental countries, Japan and China, over there. *(Service Provider Interview ID#406)*

People that come from other places on the earth and want to see Mount McKinley. *(Service Provider Interview ID#407)*

Climbers, they're from all over the world. I mean we've had Koreans in here. We had some Europeans. They're all over the world. There's a mix of people. *(Service Provider Interview ID#408)*

I: *And where are they from?* **R**: All over the world. One of the neat things about the job is that we meet people from all over the world and different cultures, different languages, such like that. As far as the climbers go, as far as the tourists, the majority are U.S., but then we do get from all over the world. *(Service Provider Interview ID#409)*

Americans. *(Service Provider Interview ID#410)*

What happens sometimes is we get people from, say, Anchorage or Wasilla or, you know, someplace locally who are bringing their friends. But for the most part it's people from outside. *(Service Provider Interview ID#411)*

R: All over the world. Climbers, tourists, whatever. They come from all over. We see a lot of folks from America, but Europe, South America, Japan, Korea. We're getting a lot of Asians of one variety or another. They sort of come in groups, especially the ones that come from farther away. They seem to like to do that. But I haven't been able to pinpoint anyplace that we get people from more than others. I mean, we probably see more Americans than anybody else, but I've flown people from all over the world. *(Service Provider Interview ID#412)*

Previous experience of visitors

I: *Do they usually have previous experience in Denali?* **R**: Generally, no, I don't think so. For most of the folks we get up here, it's their first time up in Alaska, so we're trying to help them make a memorable experience out of it. *(Service Provider Interview ID#403)*

I: *Do they usually have previous experience in Denali or not?* **R**: Ninety percent of them, no, I don't think so. *(Service Provider Interview ID#404)*

Most of them are here for the first time. *(Service Provider Interview ID#405)*

I: *And do your clients tend to have previous experience in Denali?* **R**: Not necessarily. In fact most of them have never seen the mountain or any of that before. *(Service Provider Interview ID#407)*

…most of the climbers have climbed in other parts of the world, but I would say a majority of them haven't been up to McKinley…Flightseers, they've never been up there, most of them. They have no experience with it. *(Service Provider Interview ID#408)*

Well, the flightseers wouldn't have any experience in Denali, really. I mean, most of the time it's their first time. We get repeat customers locally who bring family up. But just about, I'd say 95 percent of the people in the flightseeing market are first time…The climbers, I don't know if anybody knows. The Park Service probably has to be asked that question. But most of the people

who are climbing the West Buttress, it's, offhand I'd say around 70 percent it would probably be their first time. And then various other peaks in the range, it would probably be their second or third or more time. *(Service Provider Interview ID#410)*

I: *Do they typically have previous experience in Denali?* **R**: Typically not. **I**: *No?* **R**: No. I mean, typically not. Some do. Some don't. Most don't. **I**: *And do your climbers ...* **R**: No, most don't…No, most of the flightseers have no previous experience. *(Service Provider Interview ID#411)*

I: *And do they typically have previous experience in Denali?* **R**: No. The people who are actually climbing might. I remember a fellow from Germany who was, when I first met him, climbing Denali for like the third time, and he was here like two years in a row. So that would have been three and four, and I haven't seen him since that I know of. But, yeah, some people come back a number of times. But probably most of the people from other countries, this will be their first Denali experience. A lot of folks from America, there's probably only a third of those, even, that have been on McKinley before. *(Service Provider Interview ID#412)*

Social context of visits

They come in at, fifty at a time…But people come in twos and so you find that most of the time your groups are even numbered groups. Occasionally you get single people through, but most people are traveling in couples or pairs or whatnot. *(Service Provider Interview ID#402)*

I: *How many people are typically on your flights?* **R**: Generally four to five. *(Service Provider Interview ID#403)*

Anywhere from four to nine on the airplane, and we use whatever airplane's appropriate for the number of people. *(Service Provider Interview ID#404)*

I: *Yeah, that's a question I have, too, is for the flightseeing do you get a lot of families or ...* **R**: A lot of families…I would say it is mostly families, or couples, couples and families, you know, a few single people but mostly couples, families. *(Service Provider Interview ID#411)*

Purpose of their trips?

Yes, we fly some climbers. Not a lot yet, but we fly some climbers in. Mostly people are just going in for a 15-minute stay on the glacier though…Take them up just on a one-hour scenic flight around the mountain. We can do it in a twin real easily in an hour. *(Service Provider Interview ID#402)*

We probably do 80 percent sightseeing trips and 20 percent transporting climbers on and off the mountain...We land on the Ruth Glacier with the tourists or sightseers…We do get quite a few people that are in motorhomes or campers. They're camping in Denali and then they want to go

up in the air to see it from the air, get kind of an overall picture of the park. *(Service Provider Interview ID#404)*

We fly climbers, primarily in May, June, and early July…Yeah, we also do flightseeing tours with tourists. They're heavy in June, July, and August. *(Service Provider Interview ID#405)*

Climbers and tourists. I think probably the tourists are the most of our business. *(Service Provider Interview ID#406)*

It's mountain climbers and tourists. *(Service Provider Interview ID#407)*

When you say typically who are your customers, it depends on the part of the season. Right now it's typically the climbers. And the scenic rides are afterwards, are part of it and later on in the season it becomes primarily scenics. After the first part of July it becomes all scenics. *(Service Provider Interview ID#408)*

I: *Who primarily are your customers?* **R**: Climbers and tourists. *(Service Provider Interview ID#409)*

We fly tourists and a number of census around the Alaska Mountain Range, primarily the Mount McKinley area. Probably two-thirds of them are sightseers that just want to go look at the big mountains, land on a glacier and just kind of experience it for a brief time but not really participate in it. The rest of them are actually mountain climbers. They're wanting to go to a specific place to climb, a specific route or peak. *(Service Provider Interview ID#412)*

Appendix I: Day Use Quantitative Data Analysis Results

Quantitative Analysis Variable Description List – Day Use

Variable	Description
Q1a	Landed at Ruth Amphitheater
Q1b	Landed at Kahiltna Base Camp
Q1c	Landed at other site
Q1cspec	Name of site landed at
Q1d	Do not remember where landed
Q1sum	Number of landing sites
Q2	Purpose of flightseeing tour
Q3a	Backpack in DNP
Q3b	Day hike in DNP
Q3c	Stay at DNP campground
Q3d	Take DNP bus tour
Q3e	Other activity in DNP
Q3espec	Specific Other DNP activity
Q3f	Attend interpretive program
Q3g	Climbing / ski mountaineering in DNP
Q3h	Stop at DNP visitor center
Q3i	Stop at DNP Talkeetna Ranger Station
Q4	Activities and locations in Alaska
Q5a	Enjoyment of flightseeing compared to other DNP activities
Q5b	Enjoyment of flightseeing compared to other Alaska activities
Q6a1	Flight-seers not in your group #seen
Q6a2	Flight-seers not in your group #tolerate
Q6b1	Multi-day users at glacier landing area #seen
Q6b2	Multi-day users at glacier landing area #tolerate
Q6c1	Multi-day users away from the landing area #seen
Q6c2	Multi-day users away from the landing area #tolerate
Q6d1	Large groups (>6) climbers or skiers #seen
Q6d2	Large groups (>6) climbers or skiers #tolerate
Q6e1	Large groups (>6 people) flight-seers #seen
Q6e2	Large groups (>6 people) flight-seers #tolerate
Q6f1	Airplanes on the glacier #seen
Q6f2	Airplanes on the glacier #tolerate
Q6g1	Aircraft passing overhead #seen
Q6g2	Aircraft passing overhead #tolerate
Q6a2b	Number of flight seers in your group matters
Q6b2b	Number of multi-day users at glacier landing area matters
Q6c2b	Number of multi-day users away from landing area matters
Q6d2b	Number of large groups (>6) of multi-day users matters
Q6e2b	Number of large groups (>6) of flight-seers matters

Q6f2b	Number of Airplanes on glacier matters
Q6g2b	Number of Airplanes passing overhead matters
Q6adif	Flight-seers not in your group B-A
Q6bdif	Multi-day users at glacier landing area B-A
Q6cdif	Multi-day users away from the landing area B-A
Q6ddif	Large groups (>6) climbers or skiers B-A
Q6edif	Large groups (>6 people) flight-seers B-A
Q6fdif	Airplanes on the glacier B-A
Q6gdif	Aircraft passing overhead B-A
Q7a1	Amount of Flight-seers not in your group Expect
Q7a2	Amount of Flight-seers not in your group Effect
Q7b1	Amount of Multi-day users at glacier landing area Expect
Q7b2	Amount of Multi-day users at glacier landing area Effect
Q7c1	Amount of Multi-day users away from the landing area Expect
Q7c2	Amount of Multi-day users away from the landing area Effect
Q7d1	Amount of Large groups (>6) climbers or skiers Expect
Q7d2	Amount of Large groups (>6) climbers or skiers Effect
Q7e1	Amount of Large groups (>6 people) flight-seers Expect
Q7e2	Amount of Large groups (>6 people) flight-seers Effect
Q7f1	Amount of Airplanes on the glacier Expect
Q7f2	Amount of Airplanes on the glacier Effect
Q7g1	Amount of Aircraft passing overhead Expect
Q7g2	Amount of Aircraft passing overhead Effect
Q7h1	Amount of National Park Service backcountry rangers Expect
Q7h2	Amount of National Park Service backcountry rangers Effect
Q8a	Sounds from airplanes landing and taking off
Q8b	Sounds from airplanes overhead
Q8c	The flight-seeing service you used
Q8d	Interaction with management (e.g. rangers on the glacier
Q8e	Members of your group
Q8f	Weather conditions
Q8g	The level of safety and risk that you felt
Q8h	Level of cleanliness (trash, toilet paper, human waste)
Q9a	To experience excitement
Q9b	To experience the sounds of nature
Q9c	To gain a sense of self-confidence
Q9d	To be creative
Q9e	To use your mind
Q9f	To be with friends
Q9g	To gain recognition
Q9h	To tell others about the trip
Q9i	To meet new people
Q9j	To experience solitude
Q9k	To disengage from normal life
Q9l	To slow your mind down
Q9m	To express personal values

Q9n	To get away from authority
Q9o	For self-expression
Q9p	To feel exhilaration
Q9q	To gain a sense of accomplishment
Q9r	For photography
Q9s	To experience wilderness
Q9t	To view scenery
Q9u	To be close to nature
Q9v	To see the highest peak in N. America
Q9w	To do something with family
Q9x	To bring family closer together
Q9y	To experience new things
Q9z	To study nature
Q9aa	To explore the area
Q9bb	To be with others who enjoy the same things you do
Q9cc	To show others you can do it
Q10	Do you feel a limit is needed
Q11	What changes in rules and regs
Q12	What other changes
Q13a	I benefit more from visiting or viewing
Q13b	I find a lot of my life is organized
Q13c	One of the major reasons I now live
Q13d	I feel like wilderness is a part of me
Q13e	I seldom take time to visit
Q13f	I do not think the wilderness character
Q13g	The opportunity to visit or see wilderness
Q13h	Use of some...rationed...to protect...environment
Q13i	Use of some...rationed...to protect opportunities
Q13j	Use of some...rationed...to protect...animal
Q13k	Use of some...rationed...to protect...quiet, away from motors
Q14	Number of flight-seeing visits
Q15	Notice any changes
Q15spec	What specific changes did you notice
Q16	Will return w/in five years
Q16spec	Return...why or why not
Q17	Your age
Q18	Are you male or femal
Q19a	Childhood residence
Q19b	Current residence
Q20	Education
Q21	Household Income
Q22	Household size

Objective 2a destination of trip

The FREQ Procedure

Do not remember where landed DU

q1d	Frequency	Percent
Gave a location	144	69.23
Do not remember/know	64	30.77

Objective 2a destination of trip

The FREQ Procedure

Landed at Ruth Amphitheater DU

q1a	Frequency	Percent
No	46	31.94
Yes	98	68.06

Landed at Kahiltna Base Camp DU

q1b	Frequency	Percent
No	112	77.78
Yes	32	22.22

Landed at other site DU

q1c	Frequency	Percent
No	128	88.89
Yes	16	11.11

Number of landing sites DU

q1sum	Frequency	Percent
1	142	98.61
2	2	1.39

Objective 2c activities

The FREQ Procedure

Purpose of flightseeing tour DU

q2	Frequency	Percent
To view the sights	198	97.54

To scout a climbing route	1	0.49
Other (specify)	4	1.97

Frequency Missing = 5

q2spec

q2spec	Frequency	Percent
To get aerial footage of the West Buttress before climbing it	1	20.00
To scatter some of my husband's ashes - we were there in 2001.	1	20.00
To see Denali without the crowds and pre-booking obligations.	1	20.00
climbing West Buttress	1	20.00
to land on glacier and see sights	1	20.00

Frequency Missing = 203

Backpack in DNP DU

q3a	Frequency	Percent
No	204	98.08
Yes	4	1.92

Day hike in DNP DU

q3b	Frequency	Percent
No	167	80.29
Yes	41	19.71

Objective 2c activities

The FREQ Procedure

Stay at DNP campground DU

q3c	Frequency	Percent
No	193	92.79
Yes	15	7.21

Take DNP bus tour DU

q3d	Frequency	Percent
No	98	47.12
Yes	110	52.88

Other activity in DNP DU

q3e	Frequency	Percent

No	183	87.98
Yes	25	12.02

Specific Other DNP activity DU

q3espec	Frequency	Percent
Dog kennels	1	4.00
Drive in private car.	1	4.00
Fished Montana River, took train from Talkeetna to Hurricane Gulch.	1	4.00
RV Park	1	4.00
Stayed at Camp Denali	2	8.00
bicycle	2	8.00
overnight in Kantishna	1	4.00
photography	1	4.00
rafting	13	52.00
sled dog	2	8.00

Frequency Missing = 183

Objective 2c activities

The FREQ Procedure

Attend interpretive program DU

q3f	Frequency	Percent
No	175	84.13
Yes	33	15.87

Climbing / ski mountaineering in DNP DU

q3g	Frequency	Percent
No	207	99.52
Yes	1	0.48

Stop at DNP visitor center DU

q3h	Frequency	Percent
No	99	47.60
Yes	109	52.40

Stop at Talkeetna Ranger Station DU

q3i	Frequency	Percent
No	159	76.44
Yes	49	23.56

Objective 2c activities

The FREQ Procedure

Activities and locations in Alaska DU

q4	Frequency	Percent
40-day tour of Alaska.	1	0.57
41-day tour of Alaska.	2	1.15
42-day RV Caravan, Dawson Creek, Skagway, Tok, Fairbanks, Denali, Anchorage, Kenai, Homer, Seward, Palmer, Valdez; Alaska Marine Highway, Haines to Juneau, Juneau to Prince Ruport.	1	0.57
Alaska Highway; Fishing, Homer; glacier visits, Portage, Exit, Mendenhall; Tourist, Anchorage, Fairbanks, Seward.	1	0.57
Alaska Railroad, Fairbanks, Homer, Seward, Anchorage; Boat tour, Seward.	1	0.57
Anchorage; Palmer, Homer.	1	0.57
Auto tour - various; tourist, AK Nat. Heritage Center, Museum, Sat. market, Wildlife Center, Anchorage; Holland America Cruise, Hubbard, Skagway, Juneau, Sitka, Ketchican.	1	0.57
Auto tour, Anchorage to Fairbanks to Anchorage; whitewater raft, Talkeetna; tourist, Seward,	1	0.57
Auto tour, Old Denali Highway; Lake Louise; Exit Glacier; Seward.	1	0.57
Bear viewing, fishing, Katmai.	1	0.57
Bike riding, Anchorage; Sea Life Museum, Seward; Glacier tour, Whittier; Exit National Park, Seward; Hiking, various state parks on hwy.	1	0.57
Biking, museums, Anchorage; Rafting, Placer River; Fishing, Cooper Landing; Kayaking, Homer; Hiking, Glenwood; Hiking, Kenai Fjords NP; Day cruise, Seward.	1	0.57
Birdwatching, hiking, in Anchorage, Seward, Soldotna, Talkeetna.	1	0.57
Boat cruise, hiking, Seward; Hiking, sea kayaking, Homer; Ferry, Whittier/Cordova.	1	0.57
Boat tour, Kenai NP; museum, Anchorage; Tourist, Barrow.	1	0.57
Boat trip on river, UA Museum, Fairbanks; Fishing (2 days), Tenakee Springs	1	0.57
Camp and hike, Russian River, Homer, Denali State Park, Seward.	1	0.57
Camp, hike, Seward; camp, hike, St. Elias NP; Kayak, Valdez.	1	0.57
Climb Flat Top Mtn, Anchorage; hike, Seldonia	1	0.57
Conference, Anchorage.	1	0.57
Conference, Anchorage; Sea Kayak, Seward; Climb and hike, Chugach SP	1	0.57
Cruise Vancouver to Seward; gold mine tour, Fairbanks; float trip, Paxson; road trip (1,400 miles), Seward, Denali, Fairbanks, Valdez, Anchorage.	1	0.57
Cruise inside passage from Vancouver to Seward. Drove the triangle (Rt. 1, 2, 3); float trip, Paxson.	1	0.57
Cruise the Inside Passage.	1	0.57
Cruise, Kenai Fjords - Prince Williams Sound; King salmon fishing, Kenai River; bear viewing; kayaking, Kenai Lake.	1	0.57
Cruise, Seward; sightseeing, Homer; fishing, Moose Pass; sightseeing, Exit Glacier; sightseeing, Whittier.	1	0.57
Cruise, Stewart; fly over the Arctic Circle, Fairbanks; fly, rafting, Talkeetna.	1	0.57

Cruise, V BC to Whittier; sightseeing by bus and train, Whittier to Fairbanks.	1	0.57
Cruise, VC BC to Seward; Motorcycle trip, Anchorage to Talkeetna to Fairbanks.	1	0.57
Cruise, Whittier to Valdez	1	0.57
Cruise, glacier, Seward	1	0.57
Cruisr inside passage from Vancouver.	1	0.57
Day cruise, hiking Exit Glacier, Seward; jeep tour and gold panning, Talkeetna; B?? Boggs visitor center, Portage.	1	0.57
Day hike, cruise, Kenai NP, raft Tazlina River near Wrangell NP;	1	0.57
Day hike, outdoor market, Anchorage; Train, Anchorage to Seward rt; Kenai Fjords boat tour, marine life exhibit, Seward.	1	0.57
Deep sea fishing and kayaking, Homer; rafting, Lions Head; toured and hiked, various (3 months).	1	0.57
Discovery III, Fairbanks; Fishing, Homer; glacier cruise, Seward; Tourist, Palmer; glacier cruise, Valdez; Wood carving, Destruction Bay.	1	0.57
Dog sled, gold tour and panning, riverboat, tourist, Fairbanks; flightseeing, Kantishna / Denali; guided tour, Talkeetna; Alaska Railroad, Talkeetna to Anchorage; Mt Alyeska Tramway, Girdwood; Alaska Sealife Center, Kenai charter boat, Seward.	1	0.57
Dog sledding, Fairbanks; whitewater rafting, Denali Nenana River; river boat, Chena and Tanana Rivers; boat, Resurrection Bay / Ocean.	1	0.57
Driving tour, Kenai; touist, Barrow;	1	0.57
Driving, sightseeing, hiking, various locations.	1	0.57
Drove to Seward, king salmon fishing, sky tram, Portage Glacier, Exit Glacier.	1	0.57
Eagle watch, Ketchikan; whitewater raft, Skagway; whale watch, Juneau; glacier flight, Icy Straight; Mendenhal Glacier, Juneau; Riverboat, Fairbanks.	1	0.57
Exit Glacier, Seward; Train to Whittier; car tour, Fairbanks, Kenai, Seward, Anchorage.	1	0.57
Exploring, Talkeetna; Hot springs, Cheena Hot Springs; Exploring, Prudhoe Bay; Hike, ANWR; Hike, Wiseman & Nolan; Rafting, Kyokuk River; Hiking, Denali Highway; Glacier Hike, Kennicott Glacier Lodge; Bear viewing, Katmai NP.	1	0.57
Fish, Homer; Travel, Homer - Anchorage - Denali.	1	0.57
Fish, Seldotna; Hike, Skyline trail; backpack, Russian River Trail.	1	0.57
Fish, Valdez; fish, Kenai; fish, Cooper River; fish, Talkeetna; fish, Homer;	1	0.57
Fishing, Homer.	2	1.15
Fishing, Homer; boat sightseeing, Valdez; Museums, Seward, Fairbanks, Talkeetna.	1	0.57
Fishing, Kenai River.	1	0.57
Fishing, Kenai River; sightseeing, Seward, Homer, Hatcher Pass.	1	0.57
Fishing, Prince Williams; Fishing, Whittier.	1	0.57
Fishing, Russian River, Homer, Seward.	1	0.57
Fishing, Saldotna; fishing, Homer; museum, Fairbanks; 3-month tour, statewide.	1	0.57
Fishing, Seldovia; Tourist, Valdez, Anchorage, Homer.	1	0.57
Fishing, Stewart.	1	0.57
Fishing, Talkeetna; fishing, Homer; Rafting, dog sled, Seward.	1	0.57
Fishing, Tanakee Springs; River boat, Fairbanks; Lit. Conference, Dawson City	1	0.57
Fishing, floating, Salmon and Aniak Rivers; Sightseeing, Kenai Peninsula	1	0.57
Fishing, train trip, flight seeing, Talkeetna; boat cruise, hiking,	1	0.57

Steward; hiking, Denali.		
Flightsee, Misty Fjords; whale watching, Juneau; eagle reserve, Haines.	1	0.57
Glacier Bay cruise, Mat-su Valley tour, Knik Glacier airboat tour, Matanuska Glacier Ice Trek, Juneau; Kenai Fjords Cruise, Seward.	1	0.57
Glacier Bay, Cruise Sitka to Juneau, Train to Seward.	1	0.57
Glacier boat tour, Kenai Fjords NP; Visited FR, sightseeing, Anchorage.	1	0.57
Glacier cruise, Whittier; Midnight marithon, Anchorage.	1	0.57
Glacier cruise, Whittier; glacier hike, Exit glacier.	2	1.15
Glacier hike, Kennicott; Ressurecton Bay Cruise, Seward; glacier cruise, Whittier; hike, Exit Glacier.	1	0.57
Gold panning, Talkeetna; whale watching, Seward; Bus tour, Denali NP; wildlife viewing.	1	0.57
Haines; Seward.	1	0.57
Halibut fishing, Homer.	1	0.57
Halibut fishing, kayaking, Homer; Kenai Peninsula; Seward.	1	0.57
Hike, Portage Pass, Worthington Glacier, Valdez Coastal Trail, Seward; Road trip, Denali, Elliot HW, Coldfoot, Homer, Fairbanks, Delta Junction, Seward, Valdez; Ididarod watch, Nome; Tourist, Dillingham.	1	0.57
Hiked, Chugach State Park; camped, various; cruise, Inside Passage.	1	0.57
Hiking, Exit Glacier; Hiking, Seward; Boat tour, Ressurection Bay to Glacier; sea kayak, Ressurection Bay; Sea Life Center, Seward; Hiking, outside Denali.	1	0.57
Hiking, Seward; Kayaking, Kachemak Bay; Kayaking, Lake Eklutna	1	0.57
Hiking, rock climbing, conference, Anchorage.	1	0.57
Inside Passage from Sitka to Juneau; Train, Anchorage to Seward, Anchorage to Talkeetna; Day train from Talkeetna to Hurricane Gulch.	1	0.57
It was part of a 3 1/2 year round the world expedition, where I am driving across 5 continents (and visiting all 7), through 110 countries - see www.namaste.co.uk/namaste-global-expedition.htm. I visited Valdez, Whitethorne Glacier, Anchorage, Talkeetna, Denali Highway, Top of the World Highway, Activities - mountaineering, hiking, sightseeing, photography, filmmaking, off-road driving	1	0.57
Jetboat tour, Talkeetna; hiking, Seward; hiking, McCarthy, Kennicott.	1	0.57
Kayak, Echo Lake; Sight seeing, Matanuska Glacier; Independence Mine; Portage Glacier.	1	0.57
Kayak, Homer; Hike, boat nature cruise, Seward; hike, Anchorage; hike, Cordova; hike, Fairbanks.	1	0.57
Kayak, sightsee, Homer.	1	0.57
Kayaking - Valdez, Hiking, Bears fishing - Hyder	1	0.57
Kayaking and halibut fishing, Homer; Hiked Mount Marathon, Seward; mountain biking, Cooper Landing; ice climbing, Matanuska Glacier.	1	0.57
Kayaking, Homer; Sightseeing, Anchorage, Homer, Denali.	1	0.57
Kenai Fjords NP	1	0.57
Kenai Fjords NP; river cruise, Talkeetna; Kayak, Valdez.	1	0.57
Kenai Fjords tour, Sea Life Center, Exit Glacier, Kenai Fjords NP, Seward; Prince William Sound tour, Whittier; Portage Glacier tour, Portage; Mahey boat tour, Talkeetna; Alyeska Tramway, Girdwood; Saturday market, hike, Center for performing arts, Anchorage; Russian River ferry and hike, Cooper Landing; Hike, Eagle River; History Museum, Valdez; Alaska Railroad, Anchorage to Seward.	1	0.57
Kenai Fjords; Portage Glacier.	1	0.57
Kenai Peninsula cruise; Kayaking, Valdez;	1	0.57
Kenai float trip; Fishing, upper Kenai River; Drive to Palmer;	1	0.57

Wasilla.		
Kenai raft trip, Cooper Creek.	1	0.57
Kenai tour, Seward; hiking, Chugach NF and Kenai.	1	0.57
King salmon fishing, Little Susitna River; Dinners, Anchorage.	1	0.57
Major marine cruise, boat to Halibut Cove, tour Kenai, Seward.	1	0.57
Marine tour, Seward; Hiking, Kenai; RV camping, Valdez.	1	0.57
Marithon, Anchorage; glacier cruise, Prince Williams.	1	0.57
Midnight Marithon, Anchorage; flightseeing, Homer, Seward and Palmer.	1	0.57
Misty Fjords boat trip, Ketchikan; bear viewing, Wrangel; hiking, boat tour, Glacier Bay; hike, Mendenhall Glacier; hike and ranger tour, Exit Glacier; Ferry, various; boat tour to Tidewater Glacier, Seward.	1	0.57
Misty Fjords trip, Ketchican; bear viewing, Wrangel; Glacier Bay tour; train trip, Skagway; Kenai tour, Seward; halibut fishing, Homer.	1	0.57
Museums in Fairbanks, Seward and Talkeetna; Fishing charter, Homer; sightseeing charter, Seward and Valdez	1	0.57
Otter watch, Sitka; glacier tour, whale watching, Juneau; summit train, Skagway; float plane, Ketchikan	1	0.57
Own plane flown to Kotzebue, Nome, King Salmon, Barrow and Homer; Halibut fishing, Homer	1	0.57
PWS cruise, Whittier; Seward; Portage glaciers; Homer; Glen Highway; Anchorage.	1	0.57
Palagic birding trip, Seward; birding, Kenai; birding, Talkeetna.	1	0.57
Phillips 26 Glacier Cruise, Whittier; Toured and visited friends, Anchorage; visited Matanuska Valley; visited Independence Mine State Park.	1	0.57
RV, Kenai Peninsula; Kayaking, Homer; AK RR, Anchorage to Seward.	1	0.57
Raft trip on Glacier Lake; Seward.	1	0.57
Raft trip, Denali; Duck boat tour, Ketchikan; Tram ride, Juneau; sightseeing tour, Sitka	1	0.57
Raft trip, Denali; Duck boat, Ketchikan; tram ride, Juneau; sightseeing tour, Sitka.	1	0.57
Raft, Juneau; catamaran, canoe, Skagway.	1	0.57
Rafting, Mendelson Glacier; Canoeing, Davidson Glacier; Ketchican; Skagway; Juneau.	1	0.57
Rafting, Nenana River; AK Sealife Center, Exit Glacier, Seward.	1	0.57
Rafting, jet boat, Talkeetna; day cruise, Prince Williams Sound; day cruise, Kenai Fjords.	1	0.57
Rain forest guided tour, Ketchikan; Mount Roberts Tram, helicopter glacier tour, Juneau; rafting in eagle preserve, Haines; whale watch in Icy Straight, Hoonah; Resurrection Bay boat ride, Sea Life Center, Seward; Native Alaskan Heritage Center, Anchorage.	1	0.57
Reideer Farm, Palmer; Independence Mine, Hatcher Pass; river rafting, mine tour, Talkeetna.	1	0.57
Riverboat cruise, Talkeetna; Day cruise, Seward; Drive, lots of places.	1	0.57
Saldotna, Hyder, Fairbanks, Anchorage.	1	0.57
Salmon fishing, Ressurection Bay Seward.	1	0.57
Salmon fishing, Russian River; Cruise P. Williams, Seward; charter fishing, Dillingham; backpacking, Homer.	1	0.57
Salmon fishing, Talkeetna; cruise of fjords, Sea Life Museum, Kayaking, hiking, Seward.	1	0.57
Salmon fishing, Valdez; Halibut fishing, Nihilick; tourist, Anchorage, Fairbanks; Sea World, Seward.d	1	0.57
Sea Kayaking Valdez, general sightseeing and hiking	1	0.57

Sea kayaking, Prince William Sound; Whitewater rafting, Valdez; hiking, ice climging, Wrangell St. Elias.	1	0.57
Seven-day cruise, inside passage from Vancouver.	1	0.57
Shopping, Anchorage; hiking, dog sledding, Arctic Wildlfe Center, Seward; hiking glaciers, Juneau.	1	0.57
Sight-seeing boat, Seward; Float trip, Kenai River.	1	0.57
Sightsee, Portage Lake, Seward, Prince Williams Sound, Whittier, Anchorage.	1	0.57
Sightseeing tour and boat dining in Seward; Professional conference, Anchorage.	1	0.57
Sightseeing, Anchorage; sea kayaking, Ketchican;	1	0.57
Sightseeing, Exit Glacier, Seward, Anchorage, Sitka, Juneau, Skagway, Ketchikan; Cruise, Anchorage to Vancouver.	1	0.57
Sightseeing, Homer; B&B sightseeing, Alyeska; sightsee, Girdwood; sightsee, Talkeetna.	1	0.57
Sightseeing, Kenai, Whittier, Fairbanks, Skagway, Portage; Train ride, Alyeska	1	0.57
Sightseeing, Seward, Homer etc	1	0.57
Sightseeing, glacier cruise, Russian River Falls, Kenai River and Whittier.	1	0.57
Six-week tour.	1	0.57
Took a cruise. (Whittier to Vancouver), Drove up to Mendenhall Glacier. (Juneau), Museums in Anchorage, Sitka, Juneau and Ketchikan, Took the Yukon White pass train	1	0.57
Tourist and VFR, Anchorage, Fairbanks, Seward, Homer; Cruise, Kenai Fjords.	1	0.57
Tourist in Anchorage and Talkeetna; Sea Kayak, wildlife viewing, Seward.	1	0.57
Tourist, Anchorage, Homer, Valdez, Talkeetna, Fairbanks, Seward.	1	0.57
Tourist, Anchorage, Wasilla, Seward; Cruise, Seward to Ketchikan.	1	0.57
Tourist, Anchorage; Fairbanks.	1	0.57
Tourist, Anchorage; Girdwood, Portage, Whittier, Seward, Exit Glaceir, Kenai Fjords, Hope	1	0.57
Tourist, Anchorage; Kenai Fjords NP.	1	0.57
Tourist, Anchorage; Kenai Fjords boat cruise, Exit Glacier, Seward.	1	0.57
Tourist, Anchorage; fishing, Katmai; boat trip, Inside Passage; Ferry, Juneau to Sitka.	1	0.57
Tourist, Fairbanks, Anchorage, Russian River, Homer, Wasilla, Kenai, Seward	1	0.57
Tourist, Fairbanks; tourist, Anchorage.	1	0.57
Tourist, Ketchican, Juneau, Skagway.	1	0.57
Train to summit, Skagway; Float plane to lodge, Juneau; Chena River cruise, Fairbanks; Cruise van to Whittier.	1	0.57
Train trip to Whittier, glacier cruise	2	1.15
Train, Whittier; sightseeing, Anchorage, Talkeetna.	1	0.57
UA Museum, Fairbanks; Dinner cruise, Sea Life Center, Seward; Wings over Alaska, Eagle Lady, Homer; hike Flattop Mtn, zoo, museum, etc., Anchorage.	1	0.57
VFR, Anchorage.	1	0.57
VFR, Fairbanks.	1	0.57
VFR, Ididoride Headquarters, Wasilla; zoo, Anchorage; Cruise, Whittier; halibut fishing, Homer; day hike, Wasilla-Palmer.	1	0.57
VFR, Willow; halibut fishing, tourist, Homer; tourist, Anchorage.	1	0.57
VFR, tourist, Fairbanks; Chena Hot Springs.	1	0.57
Valdez; Anchorage; Fairbanks; Soldatna; Haines; Seward.	1	0.57
Visit to Girdwood and ╥..: glacier and wildlife tours, sea kyaking, Barrow; visiting colleagues, sight seeing, Fairbanks: visiting	1	0.57

colleagues and sight seeing		
Whale watching, I??? Strait; Glacier calving, Glacier Bay NP; Sightseeing, Barrow/North Slope; Northwestern Glacier, Kenai Fjords NP.	1	0.57
Whale watching, Juneau; cruise, Whittier.	1	0.57
Whale watching, Petersburg; bear viewing, Wrangell; Sightseeing, Seward, Cordova, Anchorage, Whittier.	1	0.57
Whitewater rafting, Denali; cruise, Skagway, Juneau, Ketchican	1	0.57
Whitewater rafting, horseback riding, Talkeetna; bus tour, Anchorage; sightsee, hike, Eagle River.	1	0.57
Whitewater, Cooper Landing, Kenai River; cruise, Seward; shopping, Anchorage; hiking, Girdwood.	1	0.57
Wildlife cruise, Seward; jetboat, Talkeetna; Portage Glacier; Homer.	1	0.57
Wine sales, Anchorage; wine maker dinner, Talkeetna Lodge	1	0.57
hiking, fishing, Talkeetna; hiking, Juneau	1	0.57

Frequency Missing = 34

Objective 4f most enjoyable / rewarding aspect of experience

The FREQ Procedure

Enjoyment of flightseeing compared to other DNP activities DU

q5a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
About average	6	3.28	6	3.28
More enjoyable than most activities	32	17.49	38	20.77
Best part of visit	145	79.23	183	100.00

Frequency Missing = 25

Enjoyment of flightseeing compared to other Alaska activities DU

q5b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
About average	6	3.53	6	3.53
More enjoyable than most activities	63	37.06	69	40.59
Best part of visit	101	59.41	170	100.00

Frequency Missing = 38

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Enjoyment of flightseeing compared to other DNP activities DU

q5a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
About average	6	3.28	6	3.28
More enjoyable than most activities	32	17.49	38	20.77
Best part of visit	145	79.23	183	100.00

Frequency Missing = 25

Enjoyment of flightseeing compared to other Alaska activities DU

q5b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
About average	6	3.53	6	3.53
More enjoyable than most activities	63	37.06	69	40.59
Best part of visit	101	59.41	170	100.00

Frequency Missing = 38

Number of flight seers in your group matters DU

q6a2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	89	49.17	89	49.17
Yes	92	50.83	181	100.00

Frequency Missing = 27

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Number of multi-day users at glacier landing area matters DU

q6b2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	103	57.54	103	57.54
Yes	76	42.46	179	100.00

Frequency Missing = 29

Number of multi-day users away from landing area matters DU

q6c2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	131	73.18	131	73.18
Yes	48	26.82	179	100.00

Frequency Missing = 29

Number of large groups (>6) of multi-day users matters DU

q6d2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	110	62.50	110	62.50
Yes	66	37.50	176	100.00

Frequency Missing = 32

Number of large groups (>6) of flight-seers matters DU

q6e2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	81	46.02	81	46.02
Yes	95	53.98	176	100.00

Frequency Missing = 32

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Number of Airplanes on glacier matters DU

q6f2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	56	30.60	56	30.60
Yes	127	69.40	183	100.00

Frequency Missing = 25

Number of Airplanes passing overhead matters DU

q6g2b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	79	44.13	79	44.13
Yes	100	55.87	179	100.00

Frequency Missing = 29

Objective 4d, Average Toleration for those who feel it matters

The MEANS Procedure

Variable	Label	Mean

q6a2	Flight-seers not in your group #tolerate DU	9.4
q6b2	Multi-day users at glacier landing area #tolerate DU	8.8
q6c2	Multi-day users away from the landing area #tolerate DU	15.9
q6d2	Large groups (>6) climbers or skiers #tolerate DU	2.9
q6e2	Large groups (>6 people) flight-seers #tolerate DU	3.3
q6f2	Airplanes on the glacier #tolerate DU	2.6
q6g2	Aircraft passing overhead #tolerate DU	2.8

Variable	Label	Std Error
q6a2	Flight-seers not in your group #tolerate DU	1.3
q6b2	Multi-day users at glacier landing area #tolerate DU	1.4
q6c2	Multi-day users away from the landing area #tolerate DU	3.7
q6d2	Large groups (>6) climbers or skiers #tolerate DU	0.5
q6e2	Large groups (>6 people) flight-seers #tolerate DU	0.5
q6f2	Airplanes on the glacier #tolerate DU	0.2
q6g2	Aircraft passing overhead #tolerate DU	0.3

Variable	Label	Lower 95 percent CL for Mean
q6a2	Flight-seers not in your group #tolerate DU	6.8
q6b2	Multi-day users at glacier landing area #tolerate DU	5.9
q6c2	Multi-day users away from the landing area #tolerate DU	8.4
q6d2	Large groups (>6) climbers or skiers #tolerate DU	1.9
q6e2	Large groups (>6 people) flight-seers #tolerate DU	2.3
q6f2	Airplanes on the glacier #tolerate DU	2.2
q6g2	Aircraft passing overhead #tolerate DU	2.2

Variable	Label	Upper 95 percent CL for Mean
q6a2	Flight-seers not in your group #tolerate DU	12.0
q6b2	Multi-day users at glacier landing area #tolerate DU	11.7
q6c2	Multi-day users away from the landing area #tolerate DU	23.3
q6d2	Large groups (>6) climbers or skiers #tolerate DU	4.0
q6e2	Large groups (>6 people) flight-seers #tolerate DU	4.2
q6f2	Airplanes on the glacier #tolerate DU	3.0
q6g2	Aircraft passing overhead #tolerate DU	3.3

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6a1 Flight-seers not in your group #seen DU

Amount of Flight-seers not in your group Effect DU	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean

Did not improve experience	150	4.4	0.4	3.6	5.3
Improved experience	33	2.1	0.7	0.6	3.5

Objective 4d, Average number seen by effect on experience, if it matters

The TTEST Procedure

Statistics

Variable	q7a2	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q6a1	Did not improve experience	117	3.5629	4.4444	5.326	4.2667	4.8146	5.5251
q6a1	Improved experience	27	0.6313	2.0741	3.5169	2.8722	3.6472	4.9982
q6a1	Diff (1-2)		0.4192	2.3704	4.3215	4.1421	4.6229	5.231

Statistics

Variable	q7a2	Std Err	Minimum	Maximum
q6a1	Did not improve experience	0.4451	0	24
q6a1	Improved experience	0.7019	0	15
q6a1	Diff (1-2)	0.987		

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q6a1	Pooled	Equal	142	2.40	0.0176
q6a1	Satterthwaite	Unequal	49.3	2.85	0.0063

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q6a1	Folded F	116	26	1.74	0.1028

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6b1 Multi-day users at glacier landing area #seen DU

Amount of Multi-day users at glacier landing	N	Lower 95 percent	Upper 95

percent area Effect DU	Obs	Mean	Std Error	CL for Mean	CL for Mean
Detracted from experience	4	3.5	2.9	-5.6	12.6
Had no effect on experience	137	2.8	1.2	0.5	5.1
Improved experience	37	3.5	1.2	1.1	5.8

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6c1 Multi-day users away from the landing area #seen DU

Amount of Multi-day users away from the landing percent area Effect DU	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 CL for Mean
Detracted from experience	3	1.0	1.0	-3.3	5.3
Had no effect on experience	136	2.7	0.9	0.9	4.4
Improved experience	38	8.8	4.3	0.0	17.6

Objective 4d, Average number seen by effect on experience, if it matters

The TTEST Procedure

Statistics

Variable	q7c2	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q6c1	Did not improve experience	109	0.9266	2.6147	4.3027	7.8472	8.8912	10.258
q6c1	Improved experience	35	0.0389	8.8286	17.618	20.697	25.588	33.525
q6c1	Diff (1-2)		-11.87	-6.214	-0.558	13.195	14.727	16.665

Statistics

Variable	q7c2	Std Err	Minimum	Maximum
q6c1	Did not improve experience	0.8516	0	80
q6c1	Improved experience	4.3251	0	150
q6c1	Diff (1-2)	2.8613		

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q6c1	Pooled	Equal	142	-2.17	0.0315
q6c1	Satterthwaite	Unequal	36.7	-1.41	0.1671

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q6c1	Folded F	34	108	8.28	<.0001

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6d1 Large groups (>6) climbers or skiers #seen DU

Amount of Large groups (>6) climbers or skiers Effect DU	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	4	0.0	0.0	.	.
Had no effect on experience	147	0.1	0.0	0.0	0.2
Improved experience	27	0.5	0.3	-0.1	1.0

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6e1 Large groups (>6 people) flight-seers #seen DU

Amount of Large groups (>6 people) flight-seers Effect DU	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	9	3.3	2.6	-5.1	11.6
Had no effect on experience	146	1.1	0.2	0.7	1.5
Improved experience	22	0.1	0.1	-0.1	0.2

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6f1 Airplanes on the glacier #seen DU

Amount of Airplanes on the glacier Effect DU	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	6	1.7	0.3	0.8	2.5
Had no effect on experience	135	1.6	0.1	1.3	1.9
Improved experience	44	1.4	0.3	0.9	2.0

Objective 4d, Average number seen by effect on experience, if it matters

The MEANS Procedure

Analysis Variable : q6g1 Aircraft passing overhead #seen DU

Amount of Aircraft passing overhead Effect DU	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	6	2.8	1.9	-2.0	7.7
Had no effect on experience	148	1.1	0.1	0.8	1.3
Improved experience	26	0.5	0.2	0.2	0.8

The TTEST Procedure

Statistics

Variable	q7g2	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q6g1	Did not improve experience	139	0.8503	1.1367	1.4231	1.5277	1.7076	1.9359
q6g1	Improved experience	26	0.1719	0.5	0.8281	0.6371	0.8124	1.1214
q6g1	Diff (1-2)		-0.04	0.6367	1.3131	1.4464	1.6031	1.7983

Statistics

Variable	q7g2	Std Err	Minimum	Maximum
q6g1	Did not improve experience	0.1448	0	12
q6g1	Improved experience	0.1593	0	3
q6g1	Diff (1-2)	0.3425		

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q6g1	Pooled	Equal	163	1.86	0.0649
q6g1	Satterthwaite	Unequal	74.2	2.96	0.0042

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q6g1	Folded F	138	25	4.42	<.0001

Objective 5a How many airplanes encountered

The MEANS Procedure

Variable	Label	Mean	Std Error
q6f1	Airplanes on the glacier #seen DU	1.5	0.1
q6f2	Airplanes on the glacier #tolerate DU	2.6	0.2
q6fdif	Airplanes on the glacier B-A DU	1.1	0.1
q6g1	Aircraft passing overhead #seen DU	1.0	0.1
q6g2	Aircraft passing overhead #tolerate DU	2.8	0.3
q6gdif	Aircraft passing overhead B-A DU	1.6	0.2

Variable	Label	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q6f1	Airplanes on the glacier #seen DU	1.3	1.7
q6f2	Airplanes on the glacier #tolerate DU	2.2	3.0
q6fdif	Airplanes on the glacier B-A DU	0.9	1.4
q6g1	Aircraft passing overhead #seen DU	0.8	1.3
q6g2	Aircraft passing overhead #tolerate DU	2.2	3.3
q6gdif	Aircraft passing overhead B-A DU	1.2	2.1

Objective 5b - How many other people did they encounter

The MEANS Procedure

Variable	Label	Mean
q6a1	Flight-seers not in your group #seen DU	3.9
q6a2	Flight-seers not in your group #tolerate DU	9.4
q6adif	Flight-seers not in your group B-A DU	5.1
q6b1	Multi-day users at glacier landing area #seen DU	3.0
q6b2	Multi-day users at glacier landing area #tolerate DU	8.8
q6bdif	Multi-day users at glacier landing area B-A DU	6.8
q6c1	Multi-day users away from the landing area #seen DU	3.9
q6c2	Multi-day users away from the landing area #tolerate DU	15.9

q6cdif	Multi-day users away from the landing area B-A DU	11.3
q6d1	Large groups (>6) climbers or skiers #seen DU	0.2
q6d2	Large groups (>6) climbers or skiers #tolerate DU	2.9
q6ddif	Large groups (>6) climbers or skiers B-A DU	2.7
q6e1	Large groups (>6 people) flight-seers #seen DU	1.0
q6e2	Large groups (>6 people) flight-seers #tolerate DU	3.3
q6edif	Large groups (>6 people) flight-seers B-A DU	2.0

Variable	Label	Std Error
q6a1	Flight-seers not in your group #seen DU	0.4
q6a2	Flight-seers not in your group #tolerate DU	1.3
q6adif	Flight-seers not in your group B-A DU	1.1
q6b1	Multi-day users at glacier landing area #seen DU	0.8
q6b2	Multi-day users at glacier landing area #tolerate DU	1.4
q6bdif	Multi-day users at glacier landing area B-A DU	0.8
q6c1	Multi-day users away from the landing area #seen DU	1.1
q6c2	Multi-day users away from the landing area #tolerate DU	3.7
q6cdif	Multi-day users away from the landing area B-A DU	2.4
q6d1	Large groups (>6) climbers or skiers #seen DU	0.1
q6d2	Large groups (>6) climbers or skiers #tolerate DU	0.5
q6ddif	Large groups (>6) climbers or skiers B-A DU	0.5
q6e1	Large groups (>6 people) flight-seers #seen DU	0.2
q6e2	Large groups (>6 people) flight-seers #tolerate DU	0.5
q6edif	Large groups (>6 people) flight-seers B-A DU	0.4

Variable	Label	Lower 95 percent CL for Mean
q6a1	Flight-seers not in your group #seen DU	3.1
q6a2	Flight-seers not in your group #tolerate DU	6.8
q6adif	Flight-seers not in your group B-A DU	2.8

The MEANS Procedure

Variable	Label	Lower 95 percent CL for Mean
q6b1	Multi-day users at glacier landing area #seen DU	1.3
q6b2	Multi-day users at glacier landing area #tolerate DU	5.9
q6bdif	Multi-day users at glacier landing area B-A DU	5.3
q6c1	Multi-day users away from the landing area #seen DU	1.7
q6c2	Multi-day users away from the landing area #tolerate DU	8.4
q6cdif	Multi-day users away from the landing area B-A DU	6.4
q6d1	Large groups (>6) climbers or skiers #seen DU	0.1
q6d2	Large groups (>6) climbers or skiers #tolerate DU	1.9
q6ddif	Large groups (>6) climbers or skiers B-A DU	1.7
q6e1	Large groups (>6 people) flight-seers #seen DU	0.6
q6e2	Large groups (>6 people) flight-seers #tolerate DU	2.3
q6edif	Large groups (>6 people) flight-seers B-A DU	1.1

Upper 95 percent

Variable	Label	CL for Mean
q6a1	Flight-seers not in your group #seen DU	4.7
q6a2	Flight-seers not in your group #tolerate DU	12.0
q6adif	Flight-seers not in your group B-A DU	7.4
q6b1	Multi-day users at glacier landing area #seen DU	4.6
q6b2	Multi-day users at glacier landing area #tolerate DU	11.7
q6bdif	Multi-day users at glacier landing area B-A DU	8.3
q6c1	Multi-day users away from the landing area #seen DU	6.2
q6c2	Multi-day users away from the landing area #tolerate DU	23.3
q6cdif	Multi-day users away from the landing area B-A DU	16.2
q6d1	Large groups (>6) climbers or skiers #seen DU	0.3
q6d2	Large groups (>6) climbers or skiers #tolerate DU	4.0
q6ddif	Large groups (>6) climbers or skiers B-A DU	3.8
q6e1	Large groups (>6 people) flight-seers #seen DU	1.3
q6e2	Large groups (>6 people) flight-seers #tolerate DU	4.2
q6edif	Large groups (>6 people) flight-seers B-A DU	2.9

Objective 5e - How many aircraft flying around

The FREQ Procedure

Aircraft passing overhead #seen DU

q6g1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Can not estimate	17	.	.	.
Missing response	11	.	.	.
0	84	46.67	84	46.67
1	58	32.22	142	78.89
2	20	11.11	162	90.00
3	9	5.00	171	95.00
4	2	1.11	173	96.11
5	3	1.67	176	97.78
6	1	0.56	177	98.33
8	1	0.56	178	98.89
10	1	0.56	179	99.44
12	1	0.56	180	100.00

Frequency Missing = 28

Objective 5e - How many aircraft flying around

The MEANS Procedure

Analysis Variable : q6g1 Aircraft passing overhead #seen DU

N	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
180	1.0	0.1	0.8	1.3

Amount of Flight-seers not in your group Effect DU

q7a2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	5	2.73	5	2.73
Had no effect on experience	145	79.23	150	81.97
Improved experience	33	18.03	183	100.00

Frequency Missing = 25

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Amount of Multi-day users at glacier landing area Effect DU

q7b2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	4	2.25	4	2.25
Had no effect on experience	137	76.97	141	79.21
Improved experience	37	20.79	178	100.00

Frequency Missing = 30

Amount of Multi-day users away from the landing area Effect DU

q7c2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	3	1.69	3	1.69
Had no effect on experience	136	76.84	139	78.53
Improved experience	38	21.47	177	100.00

Frequency Missing = 31

Amount of Large groups (>6) climbers or skiers Effect DU

q7d2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	4	2.25	4	2.25
Had no effect on experience	147	82.58	151	84.83
Improved experience	27	15.17	178	100.00

Frequency Missing = 30

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Amount of Large groups (>6 people) flight-seers Effect DU

q7e2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	9	5.08	9	5.08
Had no effect on experience	146	82.49	155	87.57
Improved experience	22	12.43	177	100.00

Frequency Missing = 31

Amount of Airplanes on the glacier Effect DU

q7f2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	6	3.24	6	3.24
Had no effect on experience	135	72.97	141	76.22
Improved experience	44	23.78	185	100.00

Frequency Missing = 23

Amount of Aircraft passing overhead Effect DU

q7g2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	6	3.33	6	3.33
Had no effect on experience	148	82.22	154	85.56
Improved experience	26	14.44	180	100.00

Frequency Missing = 28

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Amount of National Park Service backcountry rangers Effect DU

q7h2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	2	1.14	2	1.14
Had no effect on experience	150	85.23	152	86.36
Improved experience	24	13.64	176	100.00

Frequency Missing = 32

Objective 4b aircraft concerns

The TTEST Procedure

Statistics

Variable	q9f	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q7f2	Detracted from experience	53	6.9553	9.7547	12.554	8.5247	10.156	12.566
q7f2	Did not detract from experience	110	5.1358	6.1455	7.1551	4.7181	5.343	6.1601
q7f2	Diff (1-2)		1.2134	3.6093	6.0051	6.5422	7.2555	8.1449

Statistics

Variable	q9f	Std Err	Minimum	Maximum
q7f2	Detracted from experience	1.3951	0	50
q7f2	Did not detract from experience	0.5094	0	30
q7f2	Diff (1-2)	1.2132		

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q7f2	Pooled	Equal	161	2.98	0.0034
q7f2	Satterthwaite	Unequal	66.2	2.43	0.0178

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q7f2	Folded F	52	109	3.61	<.0001

Objective 4f Were their expectations met?

The FREQ Procedure

Amount of Flight-seers not in your group Expect DU

q7a1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	23	11.06	23	11.06
Less than expected	39	18.75	62	29.81
About what expected	70	33.65	132	63.46
More than expected	18	8.65	150	72.12
Did not know what to expect	58	27.88	208	100.00

Amount of Multi-day users at glacier landing area Expect DU

q7b1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	20	9.62	20	9.62
Less than expected	52	25.00	72	34.62
About what expected	35	16.83	107	51.44
More than expected	11	5.29	118	56.73
Did not know what to expect	90	43.27	208	100.00

Amount of Multi-day users away from the landing area Expect DU

q7c1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	28	13.46	28	13.46
Less than expected	52	25.00	80	38.46
About what expected	26	12.50	106	50.96
More than expected	13	6.25	119	57.21
Did not know what to expect	89	42.79	208	100.00

Objective 4f Were their expectations met?

The FREQ Procedure

Amount of Large groups (>6) climbers or skiers Expect DU

q7d1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	25	12.02	25	12.02
Less than expected	53	25.48	78	37.50
About what expected	30	14.42	108	51.92
More than expected	6	2.88	114	54.81
Did not know what to expect	94	45.19	208	100.00

Amount of Large groups (>6 people) flight-seers Expect DU

q7e1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	26	12.50	26	12.50
Less than expected	35	16.83	61	29.33
About what expected	47	22.60	108	51.92
More than expected	8	3.85	116	55.77
Did not know what to expect	92	44.23	208	100.00

Amount of Airplanes on the glacier Expect DU

q7f1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	18	8.65	18	8.65
Less than expected	37	17.79	55	26.44
About what expected	70	33.65	125	60.10
More than expected	19	9.13	144	69.23
Did not know what to expect	64	30.77	208	100.00

Amount of Aircraft passing overhead Expect DU

q7g1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	22	10.58	22	10.58
Less than expected	48	23.08	70	33.65
About what expected	53	25.48	123	59.13
More than expected	9	4.33	132	63.46
Did not know what to expect	76	36.54	208	100.00

Amount of National Park Service backcountry rangers Expect DU

q7h1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Missing response	21	10.10	21	10.10
Less than expected	47	22.60	68	32.69
About what expected	52	25.00	120	57.69
More than expected	4	1.92	124	59.62
Did not know what to expect	84	40.38	208	100.00

Objective 5c - How did they feel about number encountered

Table of q7a2 by q7a1

q7a2(Amount of Flight-seers not in your group Effect DU)

q7a1(Amount of Flight-seers not in your group Expect DU)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	1 0.56 20.00 2.70	2 1.12 40.00 2.99	1 0.56 20.00 5.56	1 0.56 20.00 1.79	5 2.81
Had no effect on	30	52	14	46	142

experience	16.85 21.13 81.08	29.21 36.62 77.61	7.87 9.86 77.78	25.84 32.39 82.14	79.78
Improved experie nce	6 3.37 19.35 16.22	13 7.30 41.94 19.40	3 1.69 9.68 16.67	9 5.06 29.03 16.07	31 17.42
Total	37 20.79	67 37.64	18 10.11	56 31.46	178 100.00

Frequency Missing = 30

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q7b2 by q7b1

q7b2(Amount of Multi-day users at glacier landing area Effect DU)
q7b1(Amount of Multi-day users at glacier landing area Expect DU)

Frequency Percent Row Pct Col Pct	Less tha n expect ed	About wh at expec ted	More tha n expect ed	Did not know wha t to exp ect	Total
Detracted from e xperience	2 1.12 50.00 4.26	1 0.56 25.00 2.94	1 0.56 25.00 9.09	0 0.00 0.00 0.00	4 2.25
Had no effect on experience	36 20.22 26.28 76.60	25 14.04 18.25 73.53	8 4.49 5.84 72.73	68 38.20 49.64 79.07	137 76.97
Improved experie nce	9 5.06 24.32 19.15	8 4.49 21.62 23.53	2 1.12 5.41 18.18	18 10.11 48.65 20.93	37 20.79
Total	47 26.40	34 19.10	11 6.18	86 48.31	178 100.00

Frequency Missing = 30

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q7c2 by q7c1

q7c2(Amount of Multi-day users away from the landing area Effect DU)
q7c1(Amount of Multi-day users away from the landing area Expect DU)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	3 1.73 100.00 6.12	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 1.73
Had no effect on experience	36 20.81 27.27 73.47	17 9.83 12.88 65.38	7 4.05 5.30 53.85	72 41.62 54.55 84.71	132 76.30
Improved experience	10 5.78 26.32 20.41	9 5.20 23.68 34.62	6 3.47 15.79 46.15	13 7.51 34.21 15.29	38 21.97
Total	49 28.32	26 15.03	13 7.51	85 49.13	173 100.00

Frequency Missing = 35

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q7d2 by q7d1

q7d2(Amount of Large groups (>6) climbers or skiers Effect DU)
q7d1(Amount of Large groups (>6) climbers or skiers Expect DU)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	2 1.14 66.67 4.00	1 0.57 33.33 3.45	0 0.00 0.00 0.00	0 0.00 0.00 0.00	3 1.71

Had no effect on experience	38 21.71 26.21 76.00	23 13.14 15.86 79.31	3 1.71 2.07 50.00	81 46.29 55.86 90.00	145 82.86
Improved experience	10 5.71 37.04 20.00	5 2.86 18.52 17.24	3 1.71 11.11 50.00	9 5.14 33.33 10.00	27 15.43
Total	50 28.57	29 16.57	6 3.43	90 51.43	175 100.00

Frequency Missing = 33

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q7e2 by q7e1

q7e2(Amount of Large groups (>6 people) flight-seers Effect DU)
q7e1(Amount of Large groups (>6 people) flight-seers Expect DU)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	1 0.58 14.29 3.03	3 1.73 42.86 6.67	1 0.58 14.29 12.50	2 1.16 28.57 2.30	7 4.05
Had no effect on experience	24 13.87 16.67 72.73	35 20.23 24.31 77.78	7 4.05 4.86 87.50	78 45.09 54.17 89.66	144 83.24
Improved experience	8 4.62 36.36 24.24	7 4.05 31.82 15.56	0 0.00 0.00 0.00	7 4.05 31.82 8.05	22 12.72
Total	33 19.08	45 26.01	8 4.62	87 50.29	173 100.00

Frequency Missing = 35

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q7h2 by q7h1

q7h2(Amount of National Park Service backcountry rangers Effect DU)
q7h1(Amount of National Park Service backcountry rangers Expect DU)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	1 0.57 100.00 2.22	0 0.00 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00 0.00	1 0.57
Had no effect on experience	41 23.56 27.52 91.11	36 20.69 24.16 73.47	1 0.57 0.67 25.00	71 40.80 47.65 93.42	149 85.63
Improved experience	3 1.72 12.50 6.67	13 7.47 54.17 26.53	3 1.72 12.50 75.00	5 2.87 20.83 6.58	24 13.79
Total	45 25.86	49 28.16	4 2.30	76 43.68	174 100.00

Frequency Missing = 34

Objective 4b aircraft concerns

The FREQ Procedure

Amount of Airplanes on the glacier Effect DU

q7f2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	6	3.24	6	3.24
Had no effect on experience	135	72.97	141	76.22
Improved experience	44	23.78	185	100.00

Frequency Missing = 23

Amount of Aircraft passing overhead Effect DU

q7g2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	6	3.33	6	3.33
Had no effect on experience	148	82.22	154	85.56
Improved experience	26	14.44	180	100.00

Frequency Missing = 28

Objective 5g - effect of aircraft presence

The FREQ Procedure

Amount of Airplanes on the glacier Effect DU

q7f2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	6	3.24	6	3.24
Had no effect on experience	135	72.97	141	76.22
Improved experience	44	23.78	185	100.00

Frequency Missing = 23

Amount of Aircraft passing overhead Effect DU

q7g2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	6	3.33	6	3.33
Had no effect on experience	148	82.22	154	85.56
Improved experience	26	14.44	180	100.00

Frequency Missing = 28

Sounds from airplanes landing and taking off DU

q8a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	21	10.24	21	10.24
No influence on visit	168	81.95	189	92.20
Slightly improved visit	7	3.41	196	95.61
Greatly improved visit	9	4.39	205	100.00

Frequency Missing = 3

Sounds from airplanes overhead DU

q8b	Frequency	Percent	Cumulative Frequency	Cumulative Percent

Slightly detracted from visit	15	7.39	15	7.39
No influence on visit	179	88.18	194	95.57
Slightly improved visit	4	1.97	198	97.54
Greatly improved visit	5	2.46	203	100.00

Frequency Missing = 5

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

The flight-seeing service you used DU

q8c	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	3	1.46	3	1.46
No influence on visit	18	8.74	21	10.19
Slightly improved visit	23	11.17	44	21.36
Greatly improved visit	162	78.64	206	100.00

Frequency Missing = 2

Interaction with management (e.g. rangers on the glacier DU

q8d	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No influence on visit	157	78.11	157	78.11
Slightly improved visit	12	5.97	169	84.08
Greatly improved visit	32	15.92	201	100.00

Frequency Missing = 7

Members of your group DU

q8e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	15	7.46	15	7.46
No influence on visit	58	28.86	73	36.32
Slightly improved visit	42	20.90	115	57.21
Greatly improved visit	86	42.79	201	100.00

Frequency Missing = 7

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Weather conditions DU

q8f	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	2	0.97	2	0.97
Slightly detracted from visit	21	10.14	23	11.11
No influence on visit	11	5.31	34	16.43
Slightly improved visit	9	4.35	43	20.77
Greatly improved visit	164	79.23	207	100.00

Frequency Missing = 1

The level of safety and risk that you felt DU

q8g	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	2	0.97	2	0.97
Slightly detracted from visit	6	2.90	8	3.86
No influence on visit	50	24.15	58	28.02
Slightly improved visit	35	16.91	93	44.93
Greatly improved visit	114	55.07	207	100.00

Frequency Missing = 1

Level of cleanliness (trash, toilet paper, human waste) DU

q8h	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	1	0.49	1	0.49
No influence on visit	60	29.27	61	29.76
Slightly improved visit	13	6.34	74	36.10
Greatly improved visit	131	63.90	205	100.00

Frequency Missing = 3

Objective 4b aircraft concerns

The FREQ Procedure

Sounds from airplanes overhead DU

q8b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	15	7.39	15	7.39
No influence on visit	179	88.18	194	95.57
Slightly improved visit	4	1.97	198	97.54
Greatly improved visit	5	2.46	203	100.00

Frequency Missing = 5

Objective 5h - aircraft noise

The FREQ Procedure

Sounds from airplanes landing and taking off DU

q8a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	21	10.24	21	10.24
No influence on visit	168	81.95	189	92.20
Slightly improved visit	7	3.41	196	95.61
Greatly improved visit	9	4.39	205	100.00

Frequency Missing = 3

Sounds from airplanes overhead DU

q8b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	15	7.39	15	7.39
No influence on visit	179	88.18	194	95.57
Slightly improved visit	4	1.97	198	97.54
Greatly improved visit	5	2.46	203	100.00

Frequency Missing = 5

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To experience excitement DU

q9ai	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	0.97	2	0.97
Not Important	10	4.83	12	5.80
Slightly Satisfied	10	4.83	22	10.63
Very Satisfied	185	89.37	207	100.00

To experience the sounds of nature DU

q9bi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	3	1.45	3	1.45

Slightly Dissatified	6	2.90	9	4.35
Not Important	37	17.87	46	22.22
Slightly Satisfied	35	16.91	81	39.13
Very Satisfied	126	60.87	207	100.00

To gain a sense of self-confidence DU

q9ci	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatified	1	0.48	2	0.97
Not Important	105	50.72	107	51.69
Slightly Satisfied	27	13.04	134	64.73
Very Satisfied	73	35.27	207	100.00

To be creative DU

q9di	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	109	52.66	110	53.14
Slightly Satisfied	27	13.04	137	66.18
Very Satisfied	70	33.82	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To use your mind DU

q9ei	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	85	41.06	86	41.55
Slightly Satisfied	33	15.94	119	57.49
Very Satisfied	88	42.51	207	100.00

To be with friends DU

q9fi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	0.97	2	0.97
Not Important	59	28.50	61	29.47
Slightly Satisfied	12	5.80	73	35.27
Very Satisfied	134	64.73	207	100.00

To gain recognition DU

q9gi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	0.97	2	0.97
Not Important	168	81.16	170	82.13
Slightly Satisfied	16	7.73	186	89.86
Very Satisfied	21	10.14	207	100.00

To tell others about the trip DU

q9hi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	20	9.66	21	10.14
Slightly Satisfied	20	9.66	41	19.81
Very Satisfied	166	80.19	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To meet new people DU

q9ii	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	3	1.45	3	1.45
Not Important	92	44.44	95	45.89
Slightly Satisfied	46	22.22	141	68.12
Very Satisfied	66	31.88	207	100.00

To experience solitude DU

q9ji	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	4	1.93	4	1.93
Not Important	94	45.41	98	47.34
Slightly Satisfied	34	16.43	132	63.77
Very Satisfied	75	36.23	207	100.00

To disengage from normal life DU

q9ki	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	38	18.36	39	18.84
Slightly Satisfied	13	6.28	52	25.12

Very Satisfied	155	74.88	207	100.00

To slow your mind down DU

q9li	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatified	1	0.48	2	0.97
Not Important	87	42.03	89	43.00
Slightly Satisfied	25	12.08	114	55.07
Very Satisfied	93	44.93	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To express personal values DU

q9mi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	1	0.48	1	0.48
Not Important	125	60.39	126	60.87
Slightly Satisfied	21	10.14	147	71.01
Very Satisfied	60	28.99	207	100.00

To get away from authority DU

q9ni	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	167	80.68	168	81.16
Slightly Satisfied	12	5.80	180	86.96
Very Satisfied	27	13.04	207	100.00

For self-expression DU

q9oi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	1	0.48	1	0.48
Not Important	125	60.39	126	60.87
Slightly Satisfied	20	9.66	146	70.53
Very Satisfied	61	29.47	207	100.00

To feel exhilaration DU

q9pi	Frequency	Percent	Cumulative Frequency	Cumulative Percent

Very Dissatisfied	1	0.48	1	0.48
Not Important	22	10.63	23	11.11
Slightly Satisfied	17	8.21	40	19.32
Very Satisfied	167	80.68	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To gain a sense of accomplishment DU

q9qi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	1	0.48	1	0.48
Not Important	79	38.16	80	38.65
Slightly Satisfied	28	13.53	108	52.17
Very Satisfied	99	47.83	207	100.00

For photography DU

q9ri	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	0.97	2	0.97
Slightly Dissatified	1	0.48	3	1.45
Not Important	14	6.76	17	8.21
Slightly Satisfied	26	12.56	43	20.77
Very Satisfied	164	79.23	207	100.00

To experience wilderness DU

q9si	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatified	4	1.93	5	2.42
Not Important	14	6.76	19	9.18
Slightly Satisfied	25	12.08	44	21.26
Very Satisfied	163	78.74	207	100.00

To view scenery DU

q9ti	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	0.97	2	0.97
Not Important	1	0.48	3	1.45
Slightly Satisfied	5	2.42	8	3.86
Very Satisfied	199	96.14	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To be close to nature DU

q9ui	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatified	1	0.48	2	0.97
Not Important	12	5.80	14	6.76
Slightly Satisfied	25	12.08	39	18.84
Very Satisfied	168	81.16	207	100.00

To see the highest peak in N. America DU

q9vi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	3	1.45	3	1.45
Slightly Dissatified	5	2.42	8	3.86
Not Important	4	1.93	12	5.80
Slightly Satisfied	6	2.90	18	8.70
Very Satisfied	189	91.30	207	100.00

To do something with family DU

q9wi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	75	36.23	76	36.71
Slightly Satisfied	22	10.63	98	47.34
Very Satisfied	109	52.66	207	100.00

To bring family closer together DU

q9xi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	114	55.07	115	55.56
Slightly Satisfied	19	9.18	134	64.73
Very Satisfied	73	35.27	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To experience new things DU

q9yi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatified	1	0.48	2	0.97
Not Important	9	4.35	11	5.31
Slightly Satisfied	14	6.76	25	12.08
Very Satisfied	182	87.92	207	100.00

To study nature DU

q9zi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	60	28.99	61	29.47
Slightly Satisfied	37	17.87	98	47.34
Very Satisfied	109	52.66	207	100.00

To explore the area DU

q9aai	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatified	2	0.97	3	1.45
Not Important	23	11.11	26	12.56
Slightly Satisfied	33	15.94	59	28.50
Very Satisfied	148	71.50	207	100.00

To be with others who enjoy the same things you do DU

q9bbi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	2	0.97	2	0.97
Not Important	54	26.09	56	27.05
Slightly Satisfied	26	12.56	82	39.61
Very Satisfied	125	60.39	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To show others you can do it DU

q9cci	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Not Important	150	72.46	151	72.95

Slightly Satisfied	16	7.73	167	80.68
Very Satisfied	40	19.32	207	100.00

Objective 2d Trip Motivations (measured as Satisfaction)
ML 1st factor - for weighted summated scale, check Chronbach Alpha

The CORR Procedure

8 Variables: q9ai q9bi q9pi q9ri q9si q9ti q9ui q9yi

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q9ai	207	1.81546	0.60335	375.80000	-2.00000	2.00000
q9bi	207	1.33043	0.96229	275.40000	-2.00000	2.00000
q9pi	207	1.68599	0.69878	349.00000	-2.00000	2.00000
q9ri	207	1.68599	0.70570	349.00000	-2.00000	2.00000
q9si	207	1.66667	0.73074	345.00000	-2.00000	2.00000
q9ti	207	1.92754	0.44017	399.00000	-2.00000	2.00000
q9ui	207	1.72560	0.63679	357.20000	-2.00000	2.00000
q9yi	207	1.81159	0.57307	375.00000	-2.00000	2.00000

Simple Statistics

Variable	Label
q9ai	To experience excitement DU
q9bi	To experience the sounds of nature DU
q9pi	To feel exhilaration DU
q9ri	For photography DU
q9si	To experience wilderness DU
q9ti	To view scenery DU
q9ui	To be close to nature DU
q9yi	To experience new things DU

Cronbach Coefficient Alpha

Variables	Alpha
Raw	0.803561
Standardized	0.823675

Objective 2d Trip Motivations (measured as Satisfaction)
ML 2nd factor - for weighted summated scale, check Chronbach Alpha

The CORR Procedure

4 Variables: q9di q9ei q9ci q9gi

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q9di	207	0.79710	0.93320	165.00000	-2.00000	2.00000
q9ei	207	0.99710	0.94149	206.40000	-2.00000	2.00000
q9ci	207	0.81836	0.94707	169.40000	-2.00000	2.00000
q9gi	207	0.25797	0.67271	53.40000	-2.00000	2.00000

Simple Statistics

Variable	Label
q9di	To be creative DU
q9ei	To use your mind DU
q9ci	To gain a sense of self-confidence DU
q9gi	To gain recognition DU

Cronbach Coefficient Alpha

Variables	Alpha
Raw	0.813234
Standardized	0.812464

Objective 2d Trip Motivations (measured as Satisfaction)
ML 3rd factor - for weighted summated scale, check Chronbach Alpha

The CORR Procedure

7 Variables: q9oi q9cci q9ni q9mi q9qi q9aai q9zi

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q9oi	207	0.68116	0.90564	141.00000	-1.00000	2.00000
q9cci	207	0.45217	0.81418	93.60000	-2.00000	2.00000
q9ni	207	0.31111	0.71096	64.40000	-2.00000	2.00000
q9mi	207	0.67633	0.90122	140.00000	-1.00000	2.00000
q9qi	207	1.08696	0.93589	225.00000	-1.00000	2.00000
q9aai	207	1.57005	0.76556	325.00000	-2.00000	2.00000
q9zi	207	1.22029	0.90123	252.60000	-2.00000	2.00000

Simple Statistics

Variable	Label
q9oi	For self-expression DU
q9cci	To show others you can do it DU
q9ni	To get away from authority DU

q9mi	To express personal values DU
q9qi	To gain a sense of accomplishment DU
q9aai	To explore the area DU
q9zi	To study nature DU

Cronbach Coefficient Alpha

Variables	Alpha
Raw	0.806157
Standardized	0.805715

Objective 2d Trip Motivations (measured as Satisfaction)
ML 4th factor - for weighted summated scale, check Chronbach Alpha

The CORR Procedure

3 Variables: q9li q9ki q9ji

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q9li	207	1.00483	0.96792	208.00000	-2.00000	2.00000
q9ki	207	1.55072	0.82208	321.00000	-2.00000	2.00000
q9ji	207	0.86957	0.93860	180.00000	-1.00000	2.00000

Simple Statistics

Variable	Label
q9li	To slow your mind down DU
q9ki	To disengage from normal life DU
q9ji	To experience solitude DU

Cronbach Coefficient Alpha

Variables	Alpha
Raw	0.704476
Standardized	0.705050

Objective 2d Trip Motivations (measured as Satisfaction)

The UNIVARIATE Procedure
Variable: satisf1 (Satisfaction factor1, Experience Nature, DU)

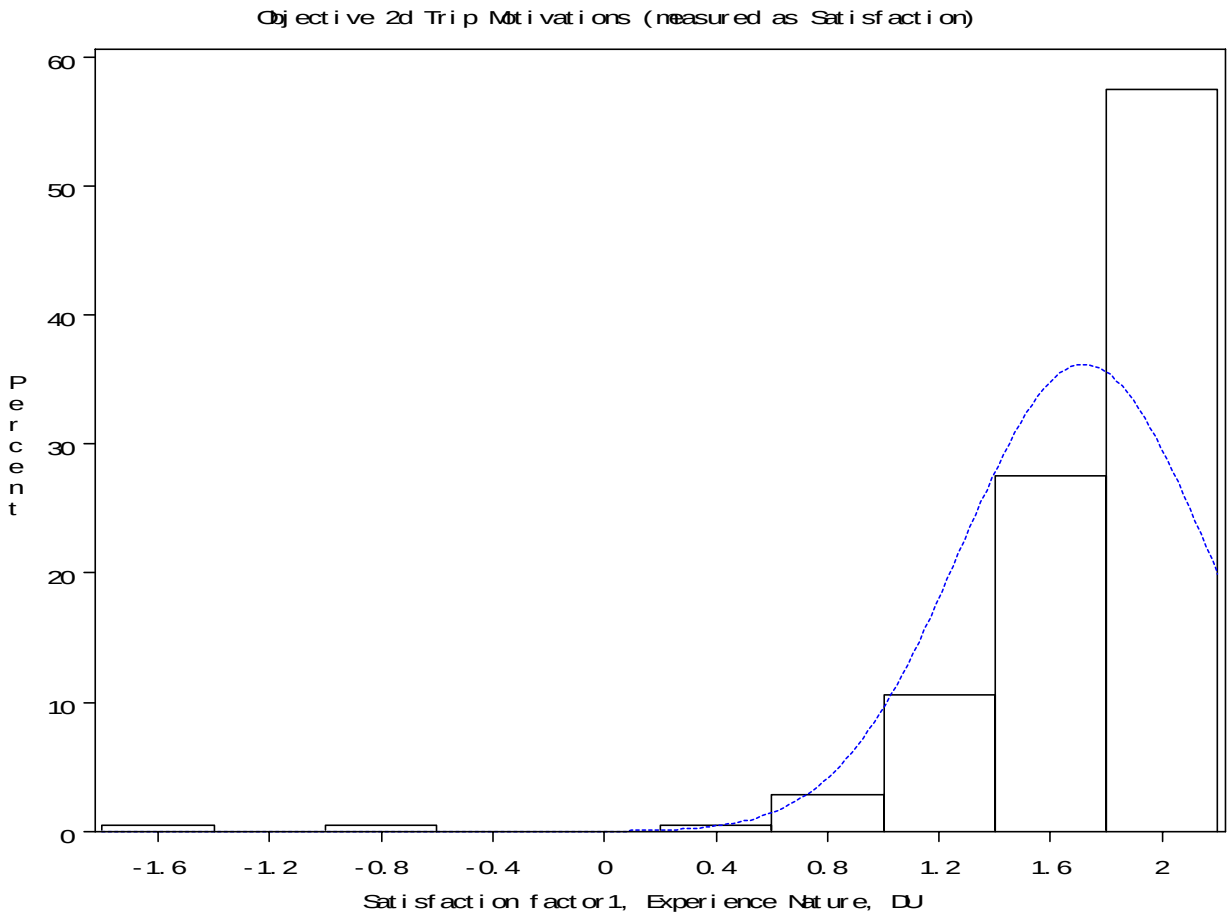
Moments

N	207	Sum Weights	207

Mean	1.72085359	Sum Observations	356.216693
Std Deviation	0.44124796	Variance	0.19469976
Skewness	-4.0030808	Kurtosis	24.6769885
Uncorrected SS	653.104925	Corrected SS	40.1081509
Coeff Variation	25.6412261	Std Error Mean	0.03066885

Basic Statistical Measures

Location		Variability	
Mean	1.720854	Std Deviation	0.44125
Median	1.868781	Variance	0.19470
Mode	2.000002	Range	3.76426
		Interquartile Range	0.41808



Objective 2d Trip Motivations (measured as Satisfaction)

The UNIVARIATE Procedure

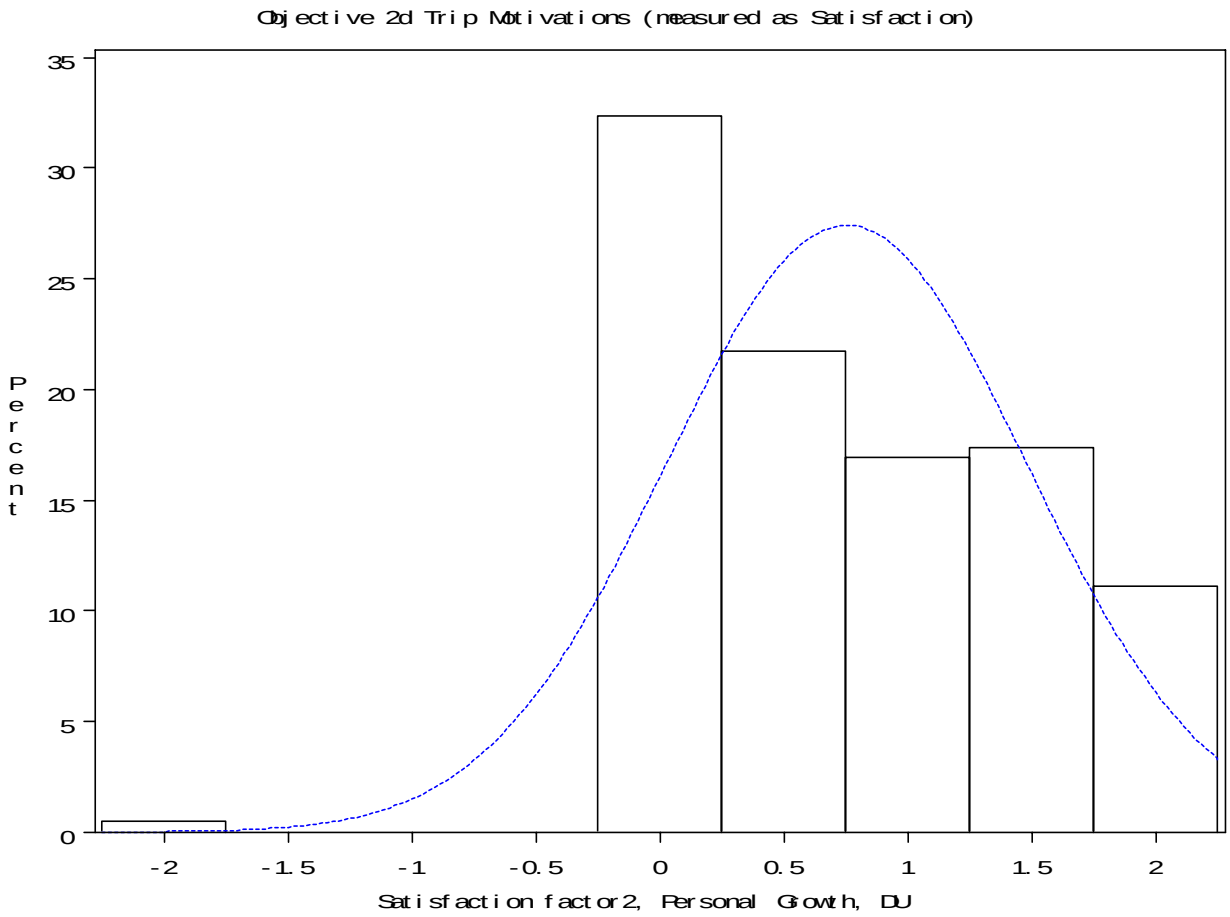
Variable: satisf2 (Satisfaction factor2, Personal Growth, DU)

Moments

N	207	Sum Weights	207
Mean	0.75289027	Sum Observations	155.848285
Std Deviation	0.72734211	Variance	0.52902655
Skewness	0.13387208	Kurtosis	-0.436241
Uncorrected SS	226.316125	Corrected SS	108.979468
Coeff Variation	96.6066562	Std Error Mean	0.05055377

Basic Statistical Measures

Location		Variability	
Mean	0.752890	Std Deviation	0.72734
Median	0.539666	Variance	0.52903
Mode	0.000000	Range	4.00000
		Interquartile Range	1.43911



Objective 2d Trip Motivations (measured as Satisfaction)

The UNIVARIATE Procedure
Variable: satisf3 (Satisfaction factor3, Self Expression, DU)

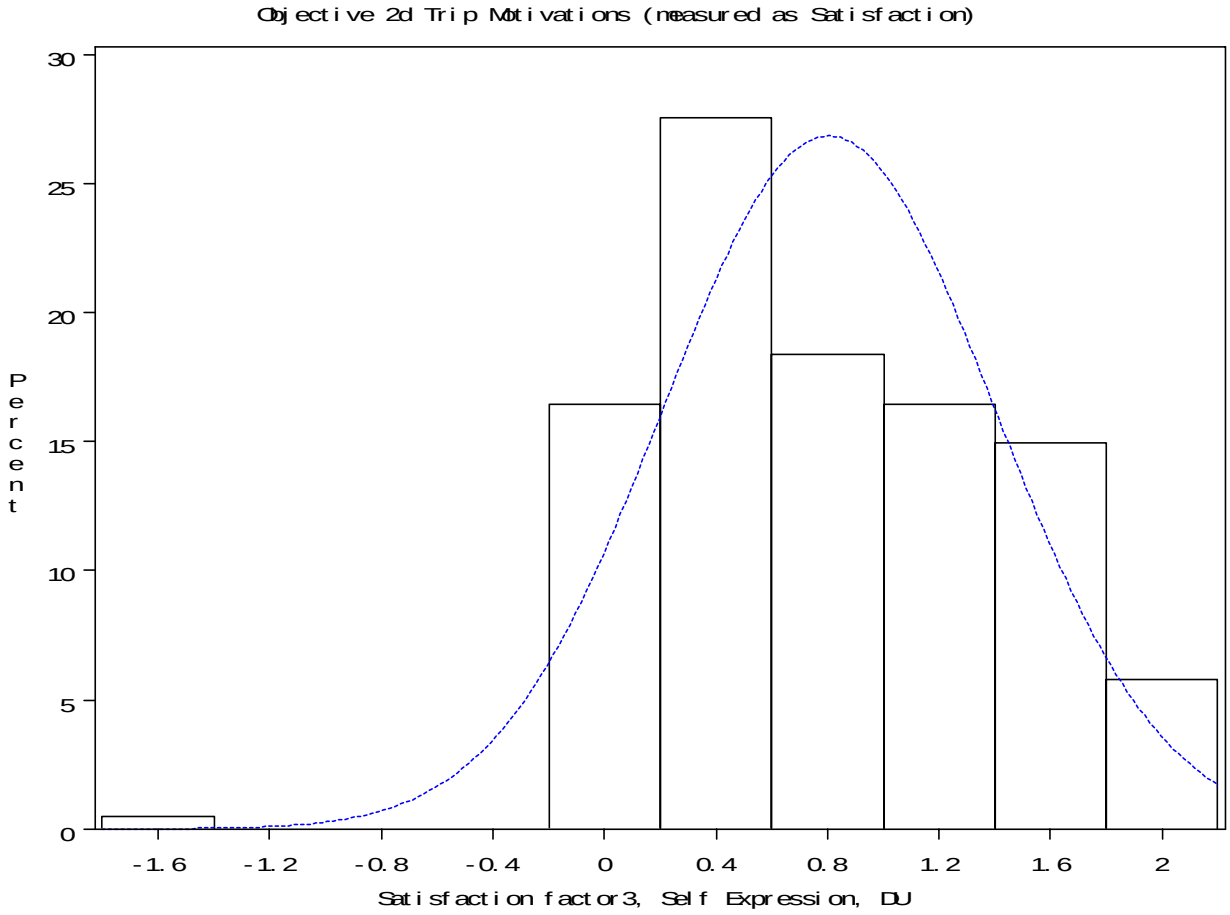
Moments

N	207	Sum Weights	207
Mean	0.80598952	Sum Observations	166.83983
Std Deviation	0.59456489	Variance	0.35350741
Skewness	0.2042988	Kurtosis	0.03040973
Uncorrected SS	207.293681	Corrected SS	72.822527
Coeff Variation	73.7683161	Std Error Mean	0.04132512

Basic Statistical Measures

Location		Variability	
Mean	0.805990	Std Deviation	0.59456
Median	0.728502	Variance	0.35351
Mode	0.433014	Range	3.50479

Interquartile Range 0.94199



Objective 2d Trip Motivations (measured as Satisfaction)

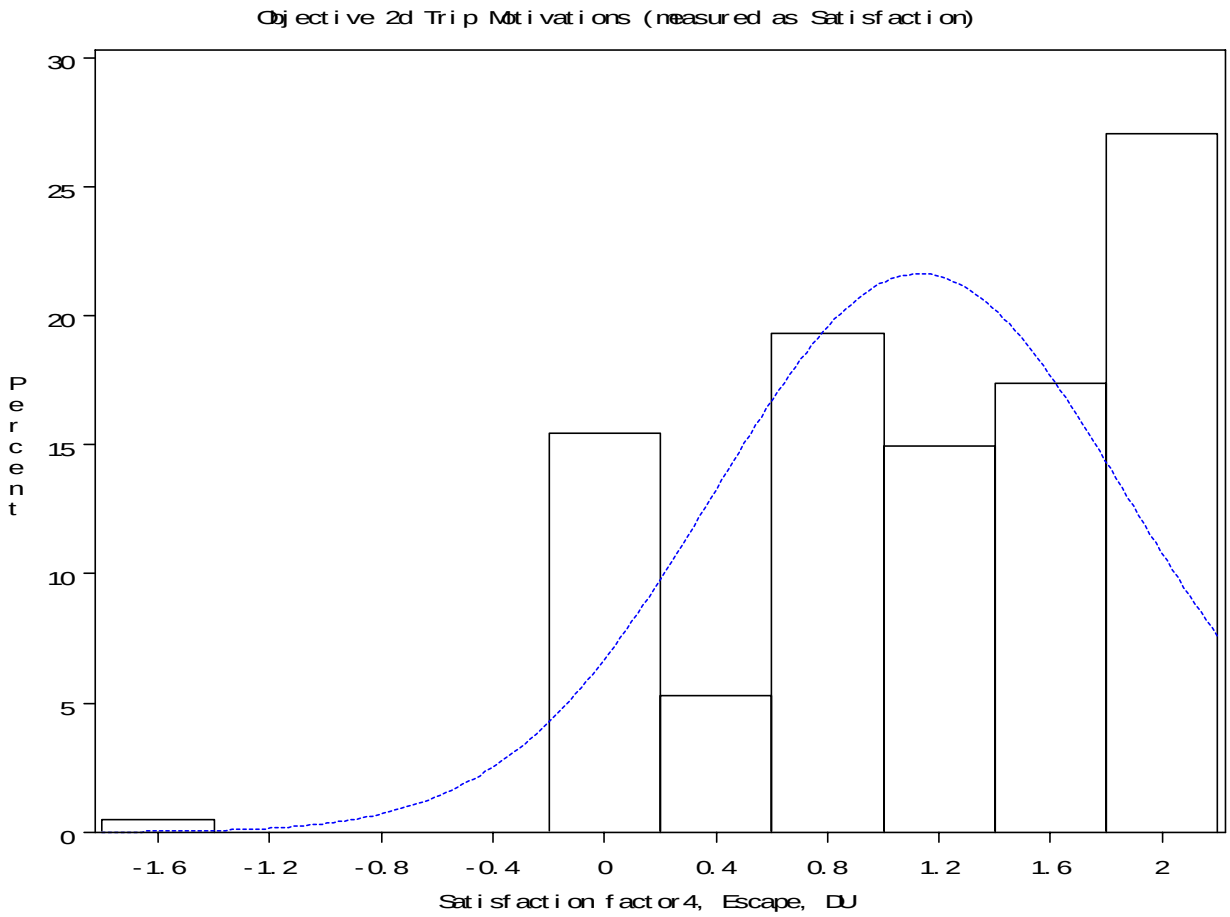
The UNIVARIATE Procedure
Variable: satisf4 (Satisfaction factor4, Escape, DU)

Moments

N	207	Sum Weights	207
Mean	1.13122536	Sum Observations	234.163649
Std Deviation	0.7380104	Variance	0.54465935
Skewness	-0.3853336	Kurtosis	-0.7463314
Uncorrected SS	377.091685	Corrected SS	112.199827
Coeff Variation	65.2399098	Std Error Mean	0.05129527

Basic Statistical Measures

Location		Variability	
Mean	1.131225	Std Deviation	0.73801
Median	1.155910	Variance	0.54466
Mode	2.000000	Range	3.44475
		Interquartile Range	1.39934



Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

Satisfaction factor1, Experience Nature, DU

satisf1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Slightly Dissatisfied	1	0.48	2	0.97
Composite Neutral	1	0.48	3	1.45
Slightly Satisfied	39	18.84	42	20.29
Very Satisfied	165	79.71	207	100.00

Satisfaction factor2, Personal Growth, DU

satisf2	Frequency	Percent	Cumulative Frequency	Cumulative Percent

Very Dissatisfied	1	0.48	1	0.48
Composite Neutral	84	40.58	85	41.06
Slightly Satisfied	72	34.78	157	75.85
Very Satisfied	50	24.15	207	100.00

Satisfaction factor3, Self Expression, DU

satisf3	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.48	1	0.48
Composite Neutral	82	39.61	83	40.10
Slightly Satisfied	92	44.44	175	84.54
Very Satisfied	32	15.46	207	100.00

Satisfaction factor4, Escape, DU

satisf4	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatisfied	1	0.48	1	0.48
Composite Neutral	37	17.87	38	18.36
Slightly Satisfied	95	45.89	133	64.25
Very Satisfied	74	35.75	207	100.00

Objective 6b - access

The FREQ Procedure

Do you feel a limit is needed DU

q10	Frequency	Percent
Yes, a limit is needed now to lower the current level of use	2	1.00
Yes, a limit is needed now to hold use at about the current level	84	42.00
No limit is needed now, but should be imposed if overuse occurs	96	48.00
No, there should never be a limit on amount of use in the area	18	9.00

Do you feel a limit is needed DU

q10	Cumulative Frequency	Cumulative Percent
Yes, a limit is needed now to lower the current level of use	2	1.00
Yes, a limit is needed now to hold use at about the current level	86	43.00
No limit is needed now, but should be imposed if overuse occurs	182	91.00
No, there should never be a limit on amount of use in the area	200	100.00

Frequency Missing = 8

General Wilderness Orientation

The FREQ Procedure

I benefit more from visiting or viewing DU

q13a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	1	0.49	1	0.49
Disagree	11	5.34	12	5.83
Neutral or no opinion	56	27.18	68	33.01
Agree	64	31.07	132	64.08
Strongly agree	74	35.92	206	100.00

Frequency Missing = 2

I find a lot of my life is organized DU

q13b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	14	6.83	14	6.83
Disagree	56	27.32	70	34.15
Neutral or no opinion	69	33.66	139	67.80
Agree	53	25.85	192	93.66
Strongly agree	13	6.34	205	100.00

Frequency Missing = 3

One of the major reasons I now live DU

q13c	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	24	11.71	24	11.71
Disagree	52	25.37	76	37.07
Neutral or no opinion	60	29.27	136	66.34
Agree	49	23.90	185	90.24
Strongly agree	20	9.76	205	100.00

Frequency Missing = 3

General Wilderness Orientation

The FREQ Procedure

I feel like wilderness is a part of me DU

q13d	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	9	4.39	9	4.39

Disagree	27	13.17	36	17.56
Neutral or no opinion	64	31.22	100	48.78
Agree	65	31.71	165	80.49
Strongly agree	40	19.51	205	100.00

Frequency Missing = 3

I seldom take time to visit DU

q13e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	45	22.06	45	22.06
Disagree	94	46.08	139	68.14
Neutral or no opinion	26	12.75	165	80.88
Agree	32	15.69	197	96.57
Strongly agree	7	3.43	204	100.00

Frequency Missing = 4

I do not think the wilderness character DU

q13f	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	146	72.28	146	72.28
Disagree	33	16.34	179	88.61
Neutral or no opinion	5	2.48	184	91.09
Agree	5	2.48	189	93.56
Strongly agree	13	6.44	202	100.00

Frequency Missing = 6

General Wilderness Orientation

The FREQ Procedure

The opportunity to visit or see wilderness DU

q13g	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	3	1.46	3	1.46
Disagree	7	3.41	10	4.88
Neutral or no opinion	4	1.95	14	6.83
Agree	53	25.85	67	32.68
Strongly agree	138	67.32	205	100.00

Frequency Missing = 3

Use of some...rationed...to protect...environment DU

q13h	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	8	3.90	8	3.90
Disagree	23	11.22	31	15.12
Neutral or no opinion	22	10.73	53	25.85
Agree	90	43.90	143	69.76
Strongly agree	62	30.24	205	100.00

Frequency Missing = 3

Use of some...rationed...to protect opportunities DU

q13i	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	7	3.41	7	3.41
Disagree	17	8.29	24	11.71
Neutral or no opinion	48	23.41	72	35.12
Agree	86	41.95	158	77.07
Strongly agree	47	22.93	205	100.00

Frequency Missing = 3

General Wilderness Orientation

The FREQ Procedure

Use of some...rationed...to protect...animal DU

q13j	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	4	1.95	4	1.95
Disagree	6	2.93	10	4.88
Neutral or no opinion	9	4.39	19	9.27
Agree	72	35.12	91	44.39
Strongly agree	114	55.61	205	100.00

Frequency Missing = 3

Use of some...rationed...to protect...quiet, away from motors DU

q13k	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	5	2.44	5	2.44
Disagree	9	4.39	14	6.83
Neutral or no opinion	27	13.17	41	20.00
Agree	80	39.02	121	59.02
Strongly agree	84	40.98	205	100.00

Frequency Missing = 3

Objective 2f flightseeing trips in DBC and Change

The FREQ Procedure

Number of flight-seeing visits DU

q14	Frequency	Percent	Cumulative Frequency	Cumulative Percent
1	172	86.00	172	86.00
2	18	9.00	190	95.00
3	5	2.50	195	97.50
4	2	1.00	197	98.50
6	1	0.50	198	99.00
7	1	0.50	199	99.50
15	1	0.50	200	100.00

Frequency Missing = 8

Notice any changes DU

q15	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	19	76.00	19	76.00
Yes	6	24.00	25	100.00

Frequency Missing = 183

Objective 2g Intent to return

The FREQ Procedure

Will return w/in 5 years DU

q16	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	104	54.17	104	54.17
Yes	88	45.83	192	100.00

Frequency Missing = 16

Objective 2e Demographics

The FREQ Procedure

Your age DU

q17	Frequency	Percent	Cumulative Frequency	Cumulative Percent
18	1	0.50	1	0.50
19	1	0.50	2	1.00
22	1	0.50	3	1.49
25	2	1.00	5	2.49
26	1	0.50	6	2.99
27	1	0.50	7	3.48
28	1	0.50	8	3.98
29	3	1.49	11	5.47
30	2	1.00	13	6.47
31	1	0.50	14	6.97
32	3	1.49	17	8.46
33	6	2.99	23	11.44
34	3	1.49	26	12.94
35	2	1.00	28	13.93
36	3	1.49	31	15.42
38	3	1.49	34	16.92
39	1	0.50	35	17.41
40	3	1.49	38	18.91
41	3	1.49	41	20.40
42	9	4.48	50	24.88
43	2	1.00	52	25.87
44	8	3.98	60	29.85
45	4	1.99	64	31.84
46	6	2.99	70	34.83
47	5	2.49	75	37.31
48	5	2.49	80	39.80
49	6	2.99	86	42.79
50	3	1.49	89	44.28
51	6	2.99	95	47.26
52	4	1.99	99	49.25
53	7	3.48	106	52.74
54	6	2.99	112	55.72
55	8	3.98	120	59.70
56	2	1.00	122	60.70
57	7	3.48	129	64.18
58	6	2.99	135	67.16
59	6	2.99	141	70.15
60	7	3.48	148	73.63
61	9	4.48	157	78.11
62	6	2.99	163	81.09
63	5	2.49	168	83.58
64	5	2.49	173	86.07
65	2	1.00	175	87.06
66	5	2.49	180	89.55
67	1	0.50	181	90.05
68	1	0.50	182	90.55
69	3	1.49	185	92.04
70	4	1.99	189	94.03
71	3	1.49	192	95.52
72	3	1.49	195	97.01
73	1	0.50	196	97.51
74	1	0.50	197	98.01

76	1	0.50	198	98.51
77	1	0.50	199	99.00
78	1	0.50	200	99.50
80	1	0.50	201	100.00

Frequency Missing = 7

Objective 2e Demographics

The MEANS Procedure

Variable	Label	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q17	Your age DU	51.4	0.9	49.6	53.2
q22	household size DU	2.2	0.1	2.1	2.4

Objective 2e Demographics

The UNIVARIATE Procedure
Variable: q17 (Your age DU)

Moments

N	201	Sum Weights	201
Mean	51.4228856	Sum Observations	10336
Std Deviation	12.7790952	Variance	163.305274
Skewness	-0.262931	Kurtosis	-0.419689
Uncorrected SS	564168	Corrected SS	32661.0547
Coeff Variation	24.8509881	Std Error Mean	0.90136788

Basic Statistical Measures

Location		Variability	
Mean	51.42289	Std Deviation	12.77910
Median	53.00000	Variance	163.30527
Mode	42.00000	Range	62.00000
		Interquartile Range	18.00000

NOTE: The mode displayed is the smallest of 2 modes with a count of 9.

Quantile	Estimate
100 percent Max	80
99 percent	77
95 percent	71
90 percent	67
75 percent Q3	61
50 percent Median	53

25 percent Q1	43
10 percent	33

Are you DU

q18	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Female	96	46.83	96	46.83
Male	109	53.17	205	100.00

Frequency Missing = 3

Objective 2e Demographics

The FREQ Procedure

Childhood residence DU

q19a	Frequency	Percent
agricultural farm or ranch	23	11.79
Rural nonagriculture	11	5.64
Small town or village (under 1,000)	9	4.62
Town, large village (1,000 to 5,000)	27	13.85
Small city (5,000 to 50,000)	38	19.49
Medium city (50,000 to 1 million)	49	25.13
Major city or metropolitan area (over 1 million)	38	19.49

Childhood residence DU

q19a	Cumulative Frequency	Cumulative Percent
agricultural farm or ranch	23	11.79
Rural nonagriculture	34	17.44
Small town or village (under 1,000)	43	22.05
Town, large village (1,000 to 5,000)	70	35.90
Small city (5,000 to 50,000)	108	55.38
Medium city (50,000 to 1 million)	157	80.51
Major city or metropolitan area (over 1 million)	195	100.00

Frequency Missing = 13

Current residence DU

q19b	Frequency	Percent
agricultural farm or ranch	6	3.02
Rural nonagriculture	20	10.05
Small town or village (under 1,000)	6	3.02

Town, large village (1,000 to 5,000)	22	11.06
Small city (5,000 to 50,000)	45	22.61
Medium city (50,000 to 1 million)	41	20.60
Major city or metropolitan area (over 1 million)	59	29.65

Objective 2e Demographics

The FREQ Procedure

Current residence DU

q19b	Cumulative Frequency	Cumulative Percent
agricultural farm or ranch	6	3.02
Rural nonagriculture	26	13.07
Small town or village (under 1,000)	32	16.08
Town, large village (1,000 to 5,000)	54	27.14
Small city (5,000 to 50,000)	99	49.75
Medium city (50,000 to 1 million)	140	70.35
Major city or metropolitan area (over 1 million)	199	100.00

Frequency Missing = 9

Education DU

q20	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than a high school diploma	1	0.49	1	0.49
High school graduate of GED	17	8.33	18	8.82
Trade or professional school	10	4.90	28	13.73
Some college	38	18.63	66	32.35
Four-year college degree	61	29.90	127	62.25
Some graduate school	15	7.35	142	69.61
Graduate degree	62	30.39	204	100.00

Frequency Missing = 4

Objective 2e Demographics

The FREQ Procedure

Income DU

q21	Frequency	Percent	Cumulative Frequency	Cumulative Percent

Less than $20,000	5	2.73	5	2.73
$20,000 to $39,999	19	10.38	24	13.11
$40,000 to $59,999	22	12.02	46	25.14
$60,000 to $79,999	27	14.75	73	39.89
$80,000 to $99,999	24	13.11	97	53.01
$100,000 to $119,999	33	18.03	130	71.04
$120,000 to $139,999	18	9.84	148	80.87
$140,000 to $159,999	6	3.28	154	84.15
$160,000 to $179,999	8	4.37	162	88.52
$180,000 to $199,999	6	3.28	168	91.80
$200,000 or more	15	8.20	183	100.00

Frequency Missing = 25

household size DU

q22	Frequency	Percent	Cumulative Frequency	Cumulative Percent
1	42	22.11	42	22.11
2	97	51.05	139	73.16
3	24	12.63	163	85.79
4	22	11.58	185	97.37
5	3	1.58	188	98.95
6	2	1.05	190	100.00

Frequency Missing = 18

Objective 2e Demographics

The MEANS Procedure

Variable	Label	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q17	Your age DU	51.4	0.9	49.6	53.2
q22	household size DU	2.2	0.1	2.1	2.4

Appendix J: Multi-day Use Quantitative Data Analysis Results

Quantitative Analysis Variable Description List – Multi-Day Use

Variable	Description
Q1	Landing place
Q2	Purpose of taxi flight
Q2cspec	Specific Other Purpose of taxi flight
Q3a	Mountain attempted
Q3b	Summit
Q3c	Desired route
Q3d	Why not desired route
Q4	Group type
Q5a	Backpack
Q5b	Day hike
Q5c	Stay at park campground
Q5d	Take park bus tour
Q5e	Other park activity
Q5f	Attend park interpretive program
Q5g	Flight-seeing
Q5h	Stop at Denali NP Visitor Center
Q5i	Stop at Talkeetna Ranger Station
Q6	Other Alaska activities
Q7a1	Climbers at landing area, least
Q7a2	Climbers at landing area, most
Q7a3	Climbers at landing area, tolerate
Q7b1	Flightseers at landing area, least
Q7b2	Flightseers at landing area, most
Q7b3	Flightseers at landing area, tolerate
Q7c1	Climbers away from landing area, least
Q7c2	Climbers away from landing area, most
Q7c3	Climbers away from landing area, tolerate
Q7d1	Large climber groups, least
Q7d2	Large climber groups, most
Q7d3	Large climber groups, tolerate
Q7e1	Large sightseer groups, least
Q7e2	Large sightseer groups, most
Q7e3	Large sightseer groups, tolerate
Q7f1	Airplanes on glacier, least
Q7f2	Airplanes on glacier, most
Q7f3	Airplanes on glacier, tolerate
Q7ga1	Others camped nearby at landing, least
Q7ga2	Others camped nearby at landing, most
Q7ga3	Others camped nearby at landing, tolerate

Q7gb1	Others camped nearby away, least
Q7gb2	Others camped nearby away, most
Q7gb3	Others camped nearby away, tolerate
Q7h1	Aircraft passing overhead, least
Q7h2	Aircraft passing overhead, most
Q7h3	Aircraft passing overhead, tolerate
Q7a3b	Number of multi-day users at landing area matters
Q7b3b	Number of Flight-seeing visitors at landing area matters
Q7c3b	Number of Multi-day users away from landing area matters
Q7d3b	Number of Large groups (>6) climbers or skiers matters
Q7e3b	Number of Large groups (>6) flight-seers matters
Q7f3b	Number of Airplanes on the glacier matters
Q7ga3b	Number of other groups camped within sight or sound at landing area matters
Q7gb3b	Number of other groups camped within sight or sound away from landing area matters
Q7h3b	Number of aircraft passing overhead matters
Q7adif	Multi-day users at landing area C-B
Q7bdif	Flight-seeing visitors at landing area C-B
Q7cdif	Multi-day users away from the landing area C-B
Q7ddif	Large groups (>6) climbers or skiers C-B
Q7edif	Large groups (>6 people) flight-seers C-B
Q7fdif	Airplanes on the glacier C-B
Q7gadif	Others camped nearby at landing area C-B
Q7gbdif	Others camped nearby away from landing area C-B
Q7hdif	Aircraft passing overhead C-B
Q8a1	Amount of Climbers at landing area, expected
Q8a2	Amount of Climbers at landing area, effect
Q8b1	Amount of Flight-seers at landing area, expected
Q8b2	Amount of Flight-seers at landing area, effect
Q8c1	Amount of Climbers away from landing area, expected
Q8c2	Amount of Climbers away from landing area, effect
Q8d1	Amount of Large climber groups, expected
Q8d2	Amount of Large climber groups, effect
Q8e1	Amount of Large flight-seer groups, expected
Q8e2	Amount of Large flight-seer groups, effect
Q8f1	Amount of Airplanes on the glacier, expected
Q8f2	Amount of Airplanes on the glacier, effect
Q8ga1	Amount of Others camped at landing area, expected
Q8ga2	Amount of Others camped at landing area, effect
Q8gb1	Amount of Others camped away from landing area, expected
Q8gb2	Amount of Others camped away from landing area, effect
Q8h1	Amount of Aircraft passing overhead, expected
Q8h2	Amount of Aircraft passing overhead, effect
Q8i1	Amount of NPS backcountry rangers, expected
Q8i2	Amount of NPS backcountry rangers, effect

Q9a	Weather conditions effect
Q9b	Condition of climbing route effect
Q9c	The air taxi service
Q9d	Condition of campsites effect
Q9e	Sounds of airplanes overhead effect
Q9f	Sounds of airplanes landing and taking off effect
Q9g	Current rules and regulations
Q9h	Interaction with management effect
Q9i	Check-in and check-out at ranger station effect
Q9j	Members of your group effect
Q9k	Use of technology by other groups effect
Q9l	Use of technology by your group effect
Q9m	Other climbers safety practices and risk taking effect
Q9n	The level of safety and risk that you felt effect
Q9o	Level of cleanliness effect
Q9p	Amount of evidence of human use effect
Q9q	Presence of NPS rescue program effect
Q10a	To experience excitement
Q10b	To experience sounds of nature
Q10c	To lead other people
Q10d	To be creative
Q10e	To use your mind
Q10f	To be with friends
Q10g	To gain recognition
Q10h	To show others you can do it
Q10i	To experience solitude
Q10j	To disengage from normal life
Q10k	To slow your mind down
Q10l	To express personal values
Q10m	To get away from authority
Q10n	For self-expression
Q10o	To feel exhilaration
Q10p	To gain a sense of accomplishment
Q10q	For photography
Q10r	To view scenery
Q10s	To be close to nature
Q10t	To see the highest peak in N America
Q10u	To do something with family
Q10v	To bring family closer together
Q10w	To help others
Q10x	To be part of a team
Q10y	To engage in competition
Q10z	To follow a specific route
Q10aa	To develop climbing abilities
Q10bb	To be free to make decisions
Q10cc	To gain control over self

Q10dd	To practice climbing skills
Q10ee	To study nature
Q10ff	To test your abilities
Q10gg	To summit a specific peak
Q10hh	To test route finding skills
Q10ii	To gain a sense of self-confidence
Q10jj	To climb highest peak in NA
Q10kk	To experience wilderness
Q10ll	To test your endurance
Q10mm	To think for yourself
Q10nn	To experience new things
Q11	Is a limit needed
Q12a	Limit air taxi landings
Q12b	Limit flightseeing landings
Q12c	Limit number of people
Q12d	60 day registration
Q12e	Charge fee
Q12espec	Appropriate fee
Q12espe0	Appropriate fee (including 0 bids)
Q13	Changes in rules and regs
Q14	Other changes
Q15a	I benefit more from visiting wilderness
Q15b	I find a lot of my life is organized
Q15c	One of the major reasons I live where
Q15d	I feel like wilderness is a part of me
Q15e	I seldom take time to visit
Q15f	I do not think the wilderness character
Q15g	Use of some...rationed...to protect...environment
Q15h	Use of some...rationed...to protect opportunities
Q15i	Use of some...rationed...to protect...animal
Q15j	Use of some...rationed...to protect...quiet, away from motors
Q16	How many trips
Q17	Changes seen
Q18	Return in next 5 years
Q19a	Climbing skills
Q19b	Skiing skills
Q20	Your Age
Q21	Are you male of female
Q22	Your Education
Q23	Household Income
Q24	Household size

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Objective 2a destination of trip

The FREQ Procedure
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Landing place ON

q1	Frequency	Percent
Ruth Amphitheater	8	4.47
Kahiltna Base Camp	155	86.59
Other	16	8.94

Objective 2c activities

The FREQ Procedure

Purpose of taxi flight ON

q2	Frequency	Percent
Skiing touring	3	1.68
Mountaineering or climbing trip	173	96.65
Other	3	1.68

Specific Other Purpose of taxi flight ON

q2cspec	Frequency	Percent
Ski mountaineering	1	33.33
climbing and snowboarding	1	33.33
rock climbing.	1	33.33

Frequency Missing = 176

Mountain attempted ON

q3a	Frequency	Percent
Barrille	1	0.57
Barrille, Dan Beard	1	0.57
Foraker	8	4.57
Gargoyle	2	1.14
Gargoyle, Barrille	1	0.57
Hunter	6	3.43
Hunter and Foraker	1	0.57
Huntington	1	0.57
Kahiltna Dome	4	2.29
Kahiltna Dome, Crosson	1	0.57
Little Arapiles, The Throne, Hobbit Footstool, etc.	1	0.57
Little Switzerland	1	0.57
McKinley	137	78.29
McKinley, Foraker	1	0.57
McKinley, others	1	0.57
Middle Troll, Throne, other	1	0.57
Middle Troll, others.	1	0.57
Mooses Tooth	6	3.43

Frequency Missing = 4

The FREQ Procedure

Summit ON

q3b	Frequency	Percent
Yes	95	55.23
No	77	44.77

Frequency Missing = 7

Desired route ON

q3c	Frequency	Percent
Yes	129	77.25
No	38	22.75

Frequency Missing = 12

The FREQ Procedure

why not desired route ON

q3d	Frequency	Percent
Attempted desired route, conditions not condusive to summit.	1	2.00
Avalanch danger too high.	1	2.00
Bad weather for the Cassin┬too chicken.	1	2.00
Cassin out of condition.	1	2.00
Chose a safer option.	1	2.00
Completed route on Washburn Face, did not attempt Foraker due to conditions.	1	2.00
Deteriorated route conditions.	1	2.00
Goal was to ski Foraker via Sutana Ridge.	1	2.00
Got HAPE and had to descend	1	2.00
Got sick.	1	2.00
I bailed at 13k for health concerns.	1	2.00
Injury	1	2.00
Limited weather windows did not allow an attempt of E. Kahiltna Peak.	1	2.00
Melted out	1	2.00
Not in safe conditons - very high temps.	1	2.00
Poor and dangerous conditions.	1	2.00
Rain delays caused too many lost days.	1	2.00
Ran out of time from poor weather conditons.	1	2.00
Route was not in good condition.	1	2.00
Soft snow conditions/ then worked on Upper West Rib, up to 17,000; high winds on summit.	1	2.00
Wanted West Rib - weather sucked in May.	1	2.00
Wanted to attempt the Cassin but partner got HACE while acclimatizing. Summited via West Butt later.	1	2.00
Warm weather, terrible snow conditions on Mount Crosson	1	2.00
We summited all three on desired route.	1	2.00
Weather	13	26.00
Weather and avalanche conditions didn't allow.	1	2.00
Weather and avalanche conditions.	1	2.00
Weather and partner sickness	1	2.00
Weather and route conditions.	1	2.00

Weather and shortage of time.	1	2.00
Weather and wind	1	2.00
Weather too warm	2	4.00
West Rib in deep snow and uncertain weather, so we did West Butt.	1	2.00
Yes, we completed the West Rib route, which was our expidition's objective.	1	2.00
completed two new routes on these mountains	1	2.00
group dynamic	1	2.00
warm conditions, stormy weather.	1	2.00

Frequency Missing = 129

The FREQ Procedure

group type ON

q4	Frequency	Percent
Guided	45	25.14
Private	132	73.74
Solo	2	1.12

Backpack ON

q5a	Frequency	Percent
No	169	94.41
Yes	10	5.59

Day hike ON

q5b	Frequency	Percent
No	166	92.74
Yes	13	7.26

Stay at park campground ON

q5c	Frequency	Percent
No	171	95.53
Yes	8	4.47

Objective 2c activities

The FREQ Procedure

Take park bus tour ON

q5d	Frequency	Percent
No	173	96.65
Yes	6	3.35

Other park activity ON

q5e	Frequency	Percent
No	174	97.21
Yes	5	2.79

q5espec

q5espec	Frequency	Percent
Climbed Mount Dickey	1	20.00
Climbed off the Kahiltna.	1	20.00
ski	1	20.00
snowboard	1	20.00
stayed in Talkeetna for 1 week after the trip, 24 days on the glacier and the walls	1	20.00

Frequency Missing = 174

Attend park interpretive program ON

q5f	Frequency	Percent
No	173	96.65
Yes	6	3.35

Flight-seeing ON

q5g	Frequency	Percent
No	172	96.09
Yes	7	3.91

Objective 2c activities

The FREQ Procedure

Stop at Denali NP Visitor Center ON

q5h	Frequency	Percent
No	147	82.12
Yes	32	17.88

Stop at Talkeetna Ranger Station ON

q5i	Frequency	Percent
No	22	12.29
Yes	157	87.71

The FREQ Procedure
Other Alaska activities ON

q6	Frequency	Percent
After flying out of Denali we headed down to Seward for some Sea Kayaking, as my climbing partner had a contact at Miller's Landing. Fantastic experience, encountered much wildlife including Orca Whales, Sea Otters, Seal's and even a Bear on shore. Stayed in this area for approx. one week then flew back to Sydney Australia.	1	1.33
Anchorage sightseeing . Day hiking in Matanuska Valley	1	1.33
Anchorage, sightseeing; Talkeetna area, Bicycling.	1	1.33
Boat tour, Seward.	1	1.33
Boat trip on Prince William Sound - round trip on Kenai (some trails)	1	1.33
Camping, fishing, Chalatna Lake	1	1.33
Car camping, hiking, Kenai Peninsula; sightseeing, Anchorage.	1	1.33
Climbing Mount Fairweather (flying in from Haines); Sea kayaking in Blackstone Bay (from Whittier)	1	1.33
Climbing, Pioneer Peak; Climbing Eagle River State Park; Climbing Matanuska Glacier	1	1.33
Conference, Anchorage; Backpack Iditarod trail at Crow Pass.	1	1.33
Day hikes, Anchorage area	1	1.33
Fish, Neil Lake; Shop, Anchorage.	1	1.33
Fish, ski tour, wildlife viewing, Wrangell St. Elias	1	1.33
Fishing at Kenai	1	1.33
Fishing for halibut, Homer.	1	1.33
Fishing, Kenai Peninsula	1	1.33
Fishing, Kenai Peninsula; Climbing, St. Elias Range; Climbing, Chugach Range.	1	1.33
Fishing, Kenai.	1	1.33
Fishing, Talkeetna	1	1.33
Halibut fishing, Homer.	1	1.33
Halibut fishing, Seward; tourist, Anchorage.	1	1.33
Hike/climb, Chugach; hike/climb, Kenai.	1	1.33
Hiking, Chugach NF.	1	1.33
Hiking, Girdwood; hiking, Anchorage.	1	1.33
Hiking, sightseeing, camping, various.	1	1.33
Kajaking Prince William Sound; mountain biking, hiking	1	1.33
Kayaking, Seward; Hiking, Valdez; Fishing, Wasilla.	1	1.33
Mountain bike, hike, Talkeetna.	1	1.33
Mountain biking in Ancorage	1	1.33
Mountain climbing, Chugach; Avalanch forecast training, Talkeetna	1	1.33

Mountains.		
Museums, Anchorage.	1	1.33
Natural Sciences Museum, Anchorage.	1	1.33
Primarily a climbing expedition. We were four climbers from Norway. We stayed one week in Soldotna for fishing at the end because we ran out of food on the glacier, and had to be flewn out a week earlier than planned.	1	1.33
Salmon fishing in Keenai River; Halibut fishing in Homer	1	1.33
Sea Kayaking, Seward.	1	1.33
Sea kayaking, Kenai; Backpacking, sea kayaking, Seward.	1	1.33
Sea kayaking, Seward; Salmon fishing, Kenai River; Backpack, Green Point out of Eilson to Muldrow Glacier Terminus.	1	1.33
Shopping for trip, Anchorage; celebrate, Talkeetna.	1	1.33
Shopping in Anchorage, Talkeetna.	1	1.33
Shopping, Anchorage.	4	5.33
Shopping, Talkeetna	1	1.33
Sightsee, visit museum, Anchorage.	1	1.33
Sightseeing around Anchorage.	1	1.33
Sightseeing in Seward; VFR in Anchorage.	1	1.33
Sightseeing, Anchorage.	1	1.33
Sightseeing, Talkeetna, Anchorage.	1	1.33
Ski touring, Valdez	1	1.33
Ski touring, Valdez.	1	1.33
Skiing - backcountry, Thompson Pass; VFR, Palmer.	1	1.33
Tourist, Anchorage	2	2.67
Tourist, Anchorage.	3	4.00
Tourist, Anchorage; tourist, Seward Highway.	1	1.33
Tourist, Seward.	1	1.33
Tourist, Talkeetna	2	2.67
Tourist, Talkeetna.	1	1.33
Train to Anchorage	1	1.33
Train, Talkeetna to Anchorage; Rental car, Anchorage around Kenai Peninsula; Hiking, Mount Marithon and others.	1	1.33
Train, Talkeetna to Anchorage; rental car touring, Homer, Seward; Hike, Mt Marathon - Seward.	1	1.33
VFR, Anchorage.	1	1.33
VFR, Talkeetna.	1	1.33
Viewing the great north around Alaska by car; cycling by bike; hiking trails (Russian Lake , Hidden Lake)	1	1.33
Visit to Fairbanks and Manly Hot Springs with my local friend; Flight to Brooks Range area.	1	1.33
Visited the Zoo in Anchorage. Visited a number of parks/reserves in and around Anchorage.	1	1.33
We hired a couple of mountain bikes to see more of Anchorage and to make a day trip to Eagle Creek.	1	1.33
We visited the park and the seaside (Seward)	1	1.33
Whale watching, site seeing, Keni Peninsula; site seeing, VFR, McCarthy.	1	1.33
shopped, Talkeetna; shopped, Anchorage.	1	1.33
sightseeing, Anchorage.	1	1.33

Frequency Missing = 104

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Number of multi-day users at landing area matters ON

q7a3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	84	50.30	84	50.30
Yes	83	49.70	167	100.00

Frequency Missing = 12

Number of Flight-seeing visitors at landing area matters ON

q7b3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	98	60.87	98	60.87
Yes	63	39.13	161	100.00

Frequency Missing = 18

Number of Multi-day users away from landing area matters ON

q7c3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	60	37.50	60	37.50
Yes	100	62.50	160	100.00

Frequency Missing = 19

Number of Large groups (>6) climbers or skiers matters ON

q7d3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	55	33.54	55	33.54
Yes	109	66.46	164	100.00

Frequency Missing = 15

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Number of Large groups (>6) flight-seers matters ON

q7e3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	95	61.29	95	61.29
Yes	60	38.71	155	100.00

Frequency Missing = 24

Number of Airplanes on the glacier matters ON

q7f3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	93	56.71	93	56.71
Yes	71	43.29	164	100.00

Frequency Missing = 15

Number of other groups camped within sight or sound at landing area matters ON

q7ga3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	78	49.06	78	49.06
Yes	81	50.94	159	100.00

Frequency Missing = 20

Number of other groups camped within sight or sound away from landing area matters ON

q7gb3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	60	39.22	60	39.22
Yes	93	60.78	153	100.00

Frequency Missing = 26

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Number of aircraft passing overhead matters ON

q7h3b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	72	43.90	72	43.90
Yes	92	56.10	164	100.00

Frequency Missing = 15

Objective 4d levels of use that enhance or degrade

---------- x1=0 ----------

The FREQ Procedure

Large climber groups, tolerate ON

q7d3	Frequency	Percent	Cumulative Frequency	Cumulative Percent
.	8	16.67	8	16.67
0	5	10.42	13	27.08
1	6	12.50	19	39.58
2	5	10.42	24	50.00
3	1	2.08	25	52.08
4	1	2.08	26	54.17
5	4	8.33	30	62.50
6	2	4.17	32	66.67
8	1	2.08	33	68.75
10	8	16.67	41	85.42
12	1	2.08	42	87.50
15	1	2.08	43	89.58
20	4	8.33	47	97.92
36	1	2.08	48	100.00

Objective 4d levels of use that enhance or degrade

---------- x1=1 ----------

The FREQ Procedure

Large climber groups, tolerate ON

q7d3	Frequency	Percent	Cumulative Frequency	Cumulative Percent
.	7	5.34	7	5.34
X	55	41.98	62	47.33
0	7	5.34	69	52.67
1	5	3.82	74	56.49
2	10	7.63	84	64.12
3	5	3.82	89	67.94
4	3	2.29	92	70.23
5	11	8.40	103	78.63
6	5	3.82	108	82.44
8	2	1.53	110	83.97
10	11	8.40	121	92.37
15	2	1.53	123	93.89
20	5	3.82	128	97.71
25	2	1.53	130	99.24
50	1	0.76	131	100.00

Objective 4d, Average Toleration for those to whom it matters
The MEANS Procedure

Variable	Label	Mean	Std Error
q7a3	Climbers at landing area, tolerate ON	101.3	14.3
q7b3	Flightseers at landing area, tolerate ON	17.5	2.8

q7c3	Climbers away from landing area, tolerate ON	81.6	12.0
q7d3	Large climber groups, tolerate ON	7.1	0.8
q7e3	Large sightseer groups, tolerate ON	3.5	0.7
q7f3	Airplanes on glacier, tolerate ON	13.6	2.1
q7ga3	Others camped nearby at landing, tolerate ON	29.6	4.8
q7gb3	Others camped nearby away, tolerate ON	24.5	3.2
q7h3	Aircraft passing overhead, tolerate ON	15.9	1.8

Variable	Label	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q7a3	Climbers at landing area, tolerate ON	72.8	129.8
q7b3	Flightseers at landing area, tolerate ON	12.0	23.0
q7c3	Climbers away from landing area, tolerate ON	57.9	105.4
q7d3	Large climber groups, tolerate ON	5.6	8.7
q7e3	Large sightseer groups, tolerate ON	2.1	4.8
q7f3	Airplanes on glacier, tolerate ON	9.5	17.8
q7ga3	Others camped nearby at landing, tolerate ON	20.0	39.2
q7gb3	Others camped nearby away, tolerate ON	18.2	30.9
q7h3	Aircraft passing overhead, tolerate ON	12.3	19.6

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7a2 Climbers at landing area, most ON

Amount of Climbers at landing area, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	15	94.3	12.0	68.4	120.2
Had no effect on experience	132	60.8	4.9	51.1	70.5
Improved experience	24	45.1	10.2	23.9	66.3

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7b2 Flightseers at landing area, most ON

Amount of Flight-seers at landing area, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	13	13.0	4.0	4.2	21.8
Had no effect on experience	145	5.7	0.7	4.4	7.0
Improved experience	11	5.6	4.9	-6.1	17.3

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7c2 Climbers away from landing area, most ON

Amount of Climbers away from landing area, percent effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	35	107.6	15.6	75.9	139.3
Had no effect on experience	111	63.7	6.6	50.6	76.8
Improved experience	24	53.3	14.8	22.5	84.0

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7d2 Large climber groups, most ON

Amount of Large climber groups, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	50	8.9	2.0	4.8	13.0
Had no effect on experience	100	5.8	0.9	4.0	7.7
Improved experience	20	3.4	0.9	1.5	5.3

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7e2 Large sightseer groups, most ON

Amount of Large flight-seer groups, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	15	1.8	1.1	-0.7	4.3
Had no effect on experience	137	1.1	0.4	0.4	1.8

Improved experience	14	0.5	0.5	-0.5	1.5

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7f2 Airplanes on glacier, most ON

Amount of Airplanes on the glacier, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	15	12.9	3.6	5.2	20.6
Had no effect on experience	141	6.9	0.6	5.8	8.1
Improved experience	15	4.4	1.3	1.6	7.2

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7ga2 Others camped nearby at landing, most ON

Amount of Others camped at landing area, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	17	27.6	6.8	12.6	42.6
Had no effect on experience	131	21.3	2.1	17.2	25.4
Improved experience	20	13.8	4.4	4.3	23.2

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7gb2 Others camped nearby away, most ON

Amount of Others camped away from landing area, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	37	35.8	4.9	25.7	45.8
Had no effect on experience	107	18.4	1.7	15.0	21.8

Improved experience	25	5.2	2.3	0.4	10.0

Objective 4d, Average number seen by effect on experience

The MEANS Procedure

Analysis Variable : q7h2 Aircraft passing overhead, most ON

Amount of Aircraft passing overhead, effect ON	N Obs	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
Detracted from experience	49	18.0	2.2	13.5	22.4
Had no effect on experience	116	10.2	0.9	8.5	11.9
Improved experience	4	16.0	6.7	-5.4	37.4

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7a2 q8a2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7a2	159	61.45283	51.81426	9771	0	300.00000
q8a2	171	0.05263	0.47605	9.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7a2	Climbers at landing area, most ON
q8a2	Amount of Climbers at landing area, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7a2	q8a2
q7a2	1.00000	-0.21685
Climbers at landing area, most ON		0.0073
	159	152

q8a2	-0.21685	1.00000
Amount of Climbers at landing area, effect ON	0.0073	
	152	171

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7b2 q8b2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7b2	123	6.25203	8.17493	769.00000	0	50.00000
q8b2	169	-0.01183	0.37778	-2.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7b2	Flightseers at landing area, most ON
q8b2	Amount of Flight-seers at landing area, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7b2	q8b2
q7b2	1.00000	-0.21412
Flightseers at landing area, most ON		0.0210
	123	116
q8b2	-0.21412	1.00000
Amount of Flight-seers at landing area, effect ON	0.0210	
	116	169

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7c2 q8c2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7c2	156	71.60897	73.41913	11171	0	500.00000
q8c2	170	-0.06471	0.58728	-11.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7c2	Climbers away from landing area, most ON
q8c2	Amount of Climbers away from landing area, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7c2	q8c2
q7c2	1.00000	-0.24417
Climbers away from landing area, most ON		0.0027
	156	149
q8c2	-0.24417	1.00000
Amount of Climbers away from landing area, effect ON	0.0027	
	149	170

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7d2 q8d2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7d2	155	6.39355	10.16711	991.00000	0	100.00000
q8d2	170	-0.17647	0.61877	-30.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7d2	Large climber groups, most ON
q8d2	Amount of Large climber groups, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7d2	q8d2
q7d2	1.00000	-0.17920
Large climber groups, most ON		0.0293
	155	148
q8d2	-0.17920	1.00000
Amount of Large climber groups, effect ON	0.0293	
	148	170

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7e2 q8e2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7e2	110	1.01818	3.02583	112.00000	0	20.00000
q8e2	166	-0.00602	0.41919	-1.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7e2	Large sightseer groups, most ON
q8e2	Amount of Large flight-seer groups, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7e2	q8e2
q7e2	1.00000	-0.09690
Large sightseer groups, most ON		0.3278
	110	104
q8e2	-0.09690	1.00000
Amount of Large flight-seer groups, effect ON	0.3278	
	104	166

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7f2 q8f2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7f2	165	7.30909	7.39448	1206	0	50.00000
q8f2	171	0	0.42008	0	-1.00000	1.00000

Simple Statistics

Variable	Label
q7f2	Airplanes on glacier, most ON
q8f2	Amount of Airplanes on the glacier, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7f2	q8f2
q7f2	1.00000	-0.24125
Airplanes on glacier, most ON		0.0023
	165	158
q8f2	-0.24125	1.00000
Amount of Airplanes on the glacier, effect ON	0.0023	
	158	171

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7ga2 q8ga2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7ga2	132	20.91667	20.59498	2761	0	140.00000
q8ga2	168	0.01786	0.47036	3.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7ga2	Others camped nearby at landing, most ON
q8ga2	Amount of Others camped at landing area, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7ga2	q8ga2
q7ga2	1.00000	-0.15694
Others camped nearby at landing, most ON		0.0769
	132	128
q8ga2	-0.15694	1.00000
Amount of Others camped at landing area, effect ON	0.0769	
	128	168

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7gb2 q8gb2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7gb2	143	20.13986	21.18616	2880	0	125.00000
q8gb2	169	-0.07101	0.60330	-12.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7gb2	Others camped nearby away, most ON
q8gb2	Amount of Others camped away from landing area, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7gb2	q8gb2
q7gb2 Others camped nearby away, most ON	1.00000 143	-0.45750 <.0001 137
q8gb2 Amount of Others camped away from landing area, effect ON	-0.45750 <.0001 137	1.00000 169

Objective 4d, Average number seen by effect on experience

The CORR Procedure

2 Variables: q7h2 q8h2

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q7h2	153	12.69281	11.32317	1942	0	70.00000
q8h2	169	-0.26627	0.49412	-45.00000	-1.00000	1.00000

Simple Statistics

Variable	Label
q7h2	Aircraft passing overhead, most ON

q8h2 Amount of Aircraft passing overhead, effect ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	q7h2	q8h2
q7h2	1.00000	-0.26350
Aircraft passing overhead, most ON		0.0012
	153	148
q8h2	-0.26350	1.00000
Amount of Aircraft passing overhead, effect ON	0.0012	
	148	169

Objective 5a How many airplanes encountered

The MEANS Procedure

Variable	Label	Mean	Std Error
q7f1	Airplanes on glacier, least ON	0.9	0.1
q7f2	Airplanes on glacier, most ON	7.3	0.6
q7f3	Airplanes on glacier, tolerate ON	13.6	2.1
q7fdif	Airplanes on the glacier C-B ON	5.4	1.9
q7h1	Aircraft passing overhead, least ON	0.9	0.2
q7h2	Aircraft passing overhead, most ON	12.7	0.9
q7h3	Aircraft passing overhead, tolerate ON	15.9	1.8
q7hdif	Aircraft passing overhead C-B ON	2.2	1.8

Variable	Label	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q7f1	Airplanes on glacier, least ON	0.6	1.1
q7f2	Airplanes on glacier, most ON	6.2	8.4
q7f3	Airplanes on glacier, tolerate ON	9.5	17.8
q7fdif	Airplanes on the glacier C-B ON	1.6	9.2
q7h1	Aircraft passing overhead, least ON	0.6	1.3
q7h2	Aircraft passing overhead, most ON	10.9	14.5
q7h3	Aircraft passing overhead, tolerate ON	12.3	19.6
q7hdif	Aircraft passing overhead C-B ON	-1.4	5.8

Objective 5b - How many other people did they encounter

The MEANS Procedure

Variable	Label	Mean	Std Error
q7a1	Climbers at landing area, least ON	25.0	2.2
q7a2	Climbers at landing area, most ON	61.5	4.1
q7a3	Climbers at landing area, tolerate ON	101.3	14.3

q7adif	Multi-day users at landing area C-B ON	34.9	12.0
q7b1	Flightseers at landing area, least ON	1.2	0.3
q7b2	Flightseers at landing area, most ON	6.3	0.7
q7b3	Flightseers at landing area, tolerate ON	17.5	2.8
q7bdif	Flight-seeing visitors at landing area C-B ON	9.1	2.8
q7c1	Climbers away from landing area, least ON	11.4	1.4
q7c2	Climbers away from landing area, most ON	71.6	5.9
q7c3	Climbers away from landing area, tolerate ON	81.6	12.0
q7cdif	Multi-day users away from the landing area C-B ON	8.9	9.1
q7d1	Large climber groups, least ON	1.4	0.4
q7d2	Large climber groups, most ON	6.4	0.8
q7d3	Large climber groups, tolerate ON	7.1	0.8
q7ddif	Large groups (>6) climbers or skiers C-B ON	0.1	1.2
q7e1	Large sightseer groups, least ON	0.3	0.2
q7e2	Large sightseer groups, most ON	1.0	0.3
q7e3	Large sightseer groups, tolerate ON	3.5	0.7
q7edif	Large groups (>6 people) flight-seers C-B ON	2.1	0.6
q7ga1	Others camped nearby at landing, least ON	9.9	0.9
q7ga2	Others camped nearby at landing, most ON	20.9	1.8
q7ga3	Others camped nearby at landing, tolerate ON	29.6	4.8
q7gadif	Others camped nearby at landing area C-B ON	10.0	4.0
q7gb1	Others camped nearby away, least ON	2.0	0.4
q7gb2	Others camped nearby away, most ON	20.1	1.8
q7gb3	Others camped nearby away, tolerate ON	24.5	3.2
q7gbdif	Others camped nearby away from landing area C-B ON	4.8	3.2

percent Variable	Label	Lower 95 percent CL for Mean	Upper 95 CL for Mean
q7a1	Climbers at landing area, least ON	20.6	29.5
q7a2	Climbers at landing area, most ON	53.3	69.6
q7a3	Climbers at landing area, tolerate ON	72.8	129.8
q7adif	Multi-day users at landing area C-B ON	11.1	58.6
q7b1	Flightseers at landing area, least ON	0.7	1.8
q7b2	Flightseers at landing area, most ON	4.8	7.7
q7b3	Flightseers at landing area, tolerate ON	12.0	23.0
q7bdif	Flight-seeing visitors at landing area C-B ON	3.5	14.7
q7c1	Climbers away from landing area, least ON	8.7	14.1

Objective 5b - How many other people did they encounter

The MEANS Procedure

percent Variable	Label	Lower 95 percent CL for Mean	Upper 95 CL for Mean
q7c2	Climbers away from landing area, most ON	60.0	83.2
q7c3	Climbers away from landing area, tolerate ON	57.9	105.4
q7cdif	Multi-day users away from the landing area C-B ON	-9.2	27.0
q7d1	Large climber groups, least ON	0.7	2.1
q7d2	Large climber groups, most ON	4.8	8.0

q7d3	Large climber groups, tolerate ON	5.6	8.7
q7ddif	Large groups (>6) climbers or skiers C-B ON	-2.2	2.5
q7e1	Large sightseer groups, least ON	-0.1	0.6
q7e2	Large sightseer groups, most ON	0.4	1.6
q7e3	Large sightseer groups, tolerate ON	2.1	4.8
q7edif	Large groups (>6 people) flight-seers C-B ON	0.8	3.4
q7ga1	Others camped nearby at landing, least ON	8.2	11.6
q7ga2	Others camped nearby at landing, most ON	17.4	24.5
q7ga3	Others camped nearby at landing, tolerate ON	20.0	39.2
q7gadif	Others camped nearby at landing area C-B ON	2.1	17.9
q7gb1	Others camped nearby away, least ON	1.3	2.7
q7gb2	Others camped nearby away, most ON	16.6	23.6
q7gb3	Others camped nearby away, tolerate ON	18.2	30.9
q7gbdif	Others camped nearby away from landing area C-B ON	-1.6	11.1

Objective 5e - How many aircraft flying around

The FREQ Procedure

Aircraft passing overhead, least ON

q7h1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Can not estimate	10	.	.	.
Missing response	13	.	.	.
0	121	77.56	121	77.56
1	5	3.21	126	80.77
2	10	6.41	136	87.18
3	4	2.56	140	89.74
4	2	1.28	142	91.03
5	8	5.13	150	96.15
6	2	1.28	152	97.44
10	3	1.92	155	99.36
20	1	0.64	156	100.00

Frequency Missing = 23

Objective 5e - How many aircraft flying around

The FREQ Procedure

Aircraft passing overhead, most ON

q7h2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Can not estimate	13	.	.	.
Missing response	13	.	.	.
0	2	1.31	2	1.31
1	1	0.65	3	1.96
2	2	1.31	5	3.27
3	9	5.88	14	9.15
4	11	7.19	25	16.34

5	25	16.34	50	32.68
6	12	7.84	62	40.52
8	6	3.92	68	44.44
9	3	1.96	71	46.41
10	28	18.30	99	64.71
12	2	1.31	101	66.01
15	15	9.80	116	75.82
20	16	10.46	132	86.27
25	4	2.61	136	88.89
30	10	6.54	146	95.42
40	3	1.96	149	97.39
45	1	0.65	150	98.04
50	1	0.65	151	98.69
60	1	0.65	152	99.35
70	1	0.65	153	100.00

Frequency Missing = 26

Objective 5e - How many aircraft flying around

The MEANS Procedure

Variable	Label	N	Mean	Std Error
q7h1	Aircraft passing overhead, least ON	156	0.9	0.2
q7h2	Aircraft passing overhead, most ON	153	12.7	0.9

Variable	Label	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q7h1	Aircraft passing overhead, least ON	0.6	1.3
q7h2	Aircraft passing overhead, most ON	10.9	14.5

Objective 4b aircraft concerns

The MEANS Procedure

Analysis Variable : q7f2 Airplanes on glacier, most ON

Amount of Airplanes on the glacier, effect ON	N Obs	N	Mean	Std Error	Lower 95 percent CL for Mean
Detracted from experience	15	14	12.9	3.6	5.2
Had no effect on experience	141	130	6.9	0.6	5.8
Improved experience	15	14	4.4	1.3	1.6

Analysis Variable : q7f2 Airplanes on glacier, most ON

Amount of Airplanes on the glacier, effect ON	N Obs	Upper 95 percent CL for Mean

Detracted from experience	15	20.6
Had no effect on experience	141	8.1
Improved experience	15	7.2

Objective 4b aircraft concerns

The TTEST Procedure

Statistics

Variable	q9f	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q7f2	Detracted from experience	53	6.9553	9.7547	12.554	8.5247	10.156	12.566
q7f2	Did not detract from experience	110	5.1358	6.1455	7.1551	4.7181	5.343	6.1601
q7f2	Diff (1-2)		1.2134	3.6093	6.0051	6.5422	7.2555	8.1449

Statistics

Variable	q9f	Std Err	Minimum	Maximum
q7f2	Detracted from experience	1.3951	0	50
q7f2	Did not detract from experience	0.5094	0	30
q7f2	Diff (1-2)	1.2132		

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q7f2	Pooled	Equal	161	2.98	0.0034
q7f2	Satterthwaite	Unequal	66.2	2.43	0.0178

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q7f2	Folded F	52	109	3.61	<.0001

Objective 4b aircraft concerns

The TTEST Procedure

Statistics

Lower CL Upper CL Lower CL Upper CL

Variable	q8h2	N	Mean	Lower CL Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q7h2	Detracted from experience	45	13.547	17.978	22.409	12.21	14.749	18.63
q7h2	Did not detract from experience	103	8.74	10.437	12.134	7.637	8.6825	10.062
q7h2	Diff (1-2)		3.701	7.5409	11.381	9.756	10.873	12.281

Statistics

Variable	q8h2	Std Err	Minimum	Maximum
q7h2	Detracted from experience	2.1986	3	70
q7h2	Did not detract from experience	0.8555	0	50
q7h2	Diff (1-2)	1.9429		

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q7h2	Pooled	Equal	146	3.88	0.0002
q7h2	Satterthwaite	Unequal	57.8	3.20	0.0023

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q7h2	Folded F	44	102	2.89	<.0001

Objective 4b aircraft concerns

The TTEST Procedure

Statistics

Variable	q9e	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev
q7h2	Detracted from experience	79	12.223	15.089	17.955	11.064	12.795	15.174
q7h2	Did not detract from experience	73	8.1197	10.205	12.291	7.6879	8.9395	10.682
q7h2	Diff (1-2)		1.3183	4.8831	8.448	9.985	11.113	12.53

Statistics

Variable	q9e	Std Err	Minimum	Maximum
q7h2	Detracted from experience	1.4396	0	70
q7h2	Did not detract	1.0463	1	50

	from experience	
q7h2	Diff (1-2)	1.8041

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
q7h2	Pooled	Equal	150	2.71	0.0076
q7h2	Satterthwaite	Unequal	140	2.74	0.0069

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
q7h2	Folded F	78	72	2.05	0.0023

Amount of Climbers at landing area, effect ON

q8a2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	15	8.77	15	8.77
Had no effect on experience	132	77.19	147	85.96
Improved experience	24	14.04	171	100.00

Frequency Missing = 8

Amount of Flight-seers at landing area, effect ON

q8b2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	13	7.69	13	7.69
Had no effect on experience	145	85.80	158	93.49
Improved experience	11	6.51	169	100.00

Frequency Missing = 10

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Amount of Climbers away from landing area, effect ON

q8c2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	35	20.59	35	20.59

Had no effect on experience	111	65.29	146	85.88
Improved experience	24	14.12	170	100.00

Frequency Missing = 9

Amount of Large climber groups, effect ON

q8d2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	50	29.41	50	29.41
Had no effect on experience	100	58.82	150	88.24
Improved experience	20	11.76	170	100.00

Frequency Missing = 9

Amount of Large flight-seer groups, effect ON

q8e2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	15	9.04	15	9.04
Had no effect on experience	137	82.53	152	91.57
Improved experience	14	8.43	166	100.00

Frequency Missing = 13

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Amount of Airplanes on the glacier, effect ON

q8f2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	15	8.77	15	8.77
Had no effect on experience	141	82.46	156	91.23
Improved experience	15	8.77	171	100.00

Frequency Missing = 8

Amount of Others camped at landing area, effect ON

q8ga2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	17	10.12	17	10.12
Had no effect on experience	131	77.98	148	88.10
Improved experience	20	11.90	168	100.00

Frequency Missing = 11

Amount of Others camped away from landing area, effect ON

q8gb2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	37	21.89	37	21.89
Had no effect on experience	107	63.31	144	85.21
Improved experience	25	14.79	169	100.00

Frequency Missing = 10

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Amount of Aircraft passing overhead, effect ON

q8h2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	49	28.99	49	28.99
Had no effect on experience	116	68.64	165	97.63
Improved experience	4	2.37	169	100.00

Frequency Missing = 10

Amount of NPS backcountry rangers, effect ON

q8i2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	11	6.43	11	6.43
Had no effect on experience	91	53.22	102	59.65
Improved experience	69	40.35	171	100.00

Frequency Missing = 8

Objective 4b aircraft concerns

The FREQ Procedure

Amount of Airplanes on the glacier, effect ON

q8f2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	15	8.77	15	8.77
Had no effect on experience	141	82.46	156	91.23
Improved experience	15	8.77	171	100.00

Frequency Missing = 8

Amount of Aircraft passing overhead, effect ON

q8h2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	49	28.99	49	28.99
Had no effect on experience	116	68.64	165	97.63
Improved experience	4	2.37	169	100.00

Frequency Missing = 10

Objective 4f Were their expectations met?

The FREQ Procedure

Amount of Climbers at landing area, expected ON

q8a1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	21	11.93	21	11.93
About what expected	110	62.50	131	74.43
More than expected	32	18.18	163	92.61
Did not know what to expect	13	7.39	176	100.00

Frequency Missing = 3

Amount of Flight-seers at landing area, expected ON

q8b1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	40	22.86	40	22.86
About what expected	68	38.86	108	61.71
More than expected	19	10.86	127	72.57
Did not know what to expect	48	27.43	175	100.00

Frequency Missing = 4

Amount of Climbers away from landing area, expected ON

q8c1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	19	10.80	19	10.80
About what expected	107	60.80	126	71.59
More than expected	43	24.43	169	96.02
Did not know what to expect	7	3.98	176	100.00

Frequency Missing = 3

Objective 4f Were their expectations met?

The FREQ Procedure

Amount of Large climber groups, expected ON

q8d1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	21	12.00	21	12.00
About what expected	90	51.43	111	63.43
More than expected	51	29.14	162	92.57
Did not know what to expect	13	7.43	175	100.00

Frequency Missing = 4

Amount of Large flight-seer groups, expected ON

q8e1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	39	22.54	39	22.54
About what expected	51	29.48	90	52.02
More than expected	20	11.56	110	63.58
Did not know what to expect	63	36.42	173	100.00

Frequency Missing = 6

Amount of Airplanes on the glacier, expected ON

q8f1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	20	11.36	20	11.36
About what expected	112	63.64	132	75.00
More than expected	28	15.91	160	90.91
Did not know what to expect	16	9.09	176	100.00

Frequency Missing = 3

Objective 4f Were their expectations met?

The FREQ Procedure

Amount of Others camped at landing area, expected ON

q8ga1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	16	9.25	16	9.25
About what expected	103	59.54	119	68.79
More than expected	41	23.70	160	92.49
Did not know what to expect	13	7.51	173	100.00

Frequency Missing = 6

Amount of Others camped away from landing area, expected ON

q8gb1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	20	11.49	20	11.49
About what expected	92	52.87	112	64.37
More than expected	52	29.89	164	94.25
Did not know what to expect	10	5.75	174	100.00

Frequency Missing = 5

Amount of Aircraft passing overhead, expected ON

q8h1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	8	4.55	8	4.55
About what expected	96	54.55	104	59.09
More than expected	58	32.95	162	92.05
Did not know what to expect	14	7.95	176	100.00

Frequency Missing = 3

Objective 4f Were their expectations met?

The FREQ Procedure

Amount of NPS backcountry rangers, expected ON

q8i1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than expected	23	13.07	23	13.07
About what expected	87	49.43	110	62.50
More than expected	44	25.00	154	87.50
Did not know what to expect	22	12.50	176	100.00

Frequency Missing = 3

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8a2 by q8a1

q8a2(Amount of Climbers at landing area, effect ON)

Frequency Percent Row Pct Col Pct	q8a1(Amount of Climbers at landing area, expected ON)				
	Less than expected	About what expected	More than expected	Did not know what to expect	Total

Detracted from e xperience	0 0.00 0.00 0.00	5 2.94 33.33 4.72	9 5.29 60.00 30.00	1 0.59 6.67 7.69	15 8.82
Had no effect on experience	13 7.65 9.92 61.90	89 52.35 67.94 83.96	18 10.59 13.74 60.00	11 6.47 8.40 84.62	131 77.06
Improved experie nce	8 4.71 33.33 38.10	12 7.06 50.00 11.32	3 1.76 12.50 10.00	1 0.59 4.17 7.69	24 14.12
Total	21 12.35	106 62.35	30 17.65	13 7.65	170 100.00

Frequency Missing = 9

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8b2 by q8b1

q8b2(Amount of Flight-seers at landing area, effect ON)
q8b1(Amount of Flight-seers at landing area, expected ON)

Frequency Percent Row Pct Col Pct	Less tha n expect ed	About wh at expec ted	More tha n expect ed	Did not know wha t to exp ect	Total
Detracted from e xperience	1 0.60 7.69 2.63	2 1.19 15.38 3.13	10 5.95 76.92 52.63	0 0.00 0.00 0.00	13 7.74
Had no effect on experience	31 18.45 21.53 81.58	58 34.52 40.28 90.63	9 5.36 6.25 47.37	46 27.38 31.94 97.87	144 85.71
Improved experie nce	6 3.57 54.55 15.79	4 2.38 36.36 6.25	0 0.00 0.00 0.00	1 0.60 9.09 2.13	11 6.55
Total	38 22.62	64 38.10	19 11.31	47 27.98	168 100.00

Frequency Missing = 11

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8c2 by q8c1

q8c2(Amount of Climbers away from landing area, effect ON)
q8c1(Amount of Climbers away from landing area, expected ON)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	1 0.59 2.86 5.56	11 6.47 31.43 10.68	22 12.94 62.86 52.38	1 0.59 2.86 14.29	35 20.59
Had no effect on experience	6 3.53 5.41 33.33	84 49.41 75.68 81.55	17 10.00 15.32 40.48	4 2.35 3.60 57.14	111 65.29
Improved experience	11 6.47 45.83 61.11	8 4.71 33.33 7.77	3 1.76 12.50 7.14	2 1.18 8.33 28.57	24 14.12
Total	18 10.59	103 60.59	42 24.71	7 4.12	170 100.00

Frequency Missing = 9

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8d2 by q8d1

q8d2(Amount of Large climber groups, effect ON)
q8d1(Amount of Large climber groups, expected ON)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to exp	Total

				ect	
Detracted from e xperience	0 0.00 0.00 0.00	13 7.69 26.53 14.94	33 19.53 67.35 67.35	3 1.78 6.12 23.08	49 28.99
Had no effect on experience	8 4.73 8.00 40.00	68 40.24 68.00 78.16	14 8.28 14.00 28.57	10 5.92 10.00 76.92	100 59.17
Improved experie nce	12 7.10 60.00 60.00	6 3.55 30.00 6.90	2 1.18 10.00 4.08	0 0.00 0.00 0.00	20 11.83
Total	20 11.83	87 51.48	49 28.99	13 7.69	169 100.00

Frequency Missing = 10

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8e2 by q8e1

q8e2(Amount of Large flight-seer groups, effect ON)

q8e1(Amount of Large flight-seer groups, expected ON)

Frequency Percent Row Pct Col Pct	Less tha n expect ed	About wh at expec ted	More tha n expect ed	Did not know wha t to exp ect	Total
Detracted from e xperience	3 1.82 21.43 8.11	1 0.61 7.14 2.13	10 6.06 71.43 52.63	0 0.00 0.00 0.00	14 8.48
Had no effect on experience	24 14.55 17.52 64.86	44 26.67 32.12 93.62	9 5.45 6.57 47.37	60 36.36 43.80 96.77	137 83.03
Improved experie nce	10 6.06 71.43 27.03	2 1.21 14.29 4.26	0 0.00 0.00 0.00	2 1.21 14.29 3.23	14 8.48
Total	37 22.42	47 28.48	19 11.52	62 37.58	165 100.00

Frequency Missing = 14

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8ga2 by q8ga1

q8ga2(Amount of Others camped at landing area, effect ON)
q8ga1(Amount of Others camped at landing area, expected ON)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to expect	Total
Detracted from experience	1 0.60 5.88 6.67	4 2.40 23.53 4.00	10 5.99 58.82 25.64	2 1.20 11.76 15.38	17 10.18
Had no effect on experience	4 2.40 3.08 26.67	89 53.29 68.46 89.00	27 16.17 20.77 69.23	10 5.99 7.69 76.92	130 77.84
Improved experience	10 5.99 50.00 66.67	7 4.19 35.00 7.00	2 1.20 10.00 5.13	1 0.60 5.00 7.69	20 11.98
Total	15 8.98	100 59.88	39 23.35	13 7.78	167 100.00

Frequency Missing = 12

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8gb2 by q8gb1

q8gb2(Amount of Others camped away from landing area, effect ON)
q8gb1(Amount of Others camped away from landing area, expected ON)

Frequency Percent Row Pct Col Pct	Less than expected	About what expected	More than expected	Did not know what to exp	Total

				ect	
Detracted from e xperience	0 0.00 0.00 0.00	13 7.78 35.14 14.77	23 13.77 62.16 46.00	1 0.60 2.70 10.00	37 22.16
Had no effect on experience	6 3.59 5.66 31.58	68 40.72 64.15 77.27	25 14.97 23.58 50.00	7 4.19 6.60 70.00	106 63.47
Improved experie nce	13 7.78 54.17 68.42	7 4.19 29.17 7.95	2 1.20 8.33 4.00	2 1.20 8.33 20.00	24 14.37
Total	19 11.38	88 52.69	50 29.94	10 5.99	167 100.00

Frequency Missing = 12

Objective 5c - How did they feel about number encountered

The FREQ Procedure

Table of q8i2 by q8i1

q8i2(Amount of NPS backcountry rangers, effect ON)

Frequency Percent Row Pct Col Pct	q8i1(Amount of NPS backcountry rangers, expected ON) Less tha n expect ed	About wh at expec ted	More tha n expect ed	Did not know wha t to exp ect	Total
Detracted from e xperience	1 0.59 9.09 4.55	2 1.18 18.18 2.44	8 4.71 72.73 18.18	0 0.00 0.00 0.00	11 6.47
Had no effect on experience	18 10.59 19.78 81.82	47 27.65 51.65 57.32	10 5.88 10.99 22.73	16 9.41 17.58 72.73	91 53.53
Improved experie nce	3 1.76 4.41 13.64	33 19.41 48.53 40.24	26 15.29 38.24 59.09	6 3.53 8.82 27.27	68 40.00
Total	22 12.94	82 48.24	44 25.88	22 12.94	170 100.00

Frequency Missing = 9

Objective 5g - effect of aircraft presence

The FREQ Procedure

Amount of Airplanes on the glacier, effect ON

q8f2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	15	8.77	15	8.77
Had no effect on experience	141	82.46	156	91.23
Improved experience	15	8.77	171	100.00

Frequency Missing = 8

Amount of Aircraft passing overhead, effect ON

q8h2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Detracted from experience	49	28.99	49	28.99
Had no effect on experience	116	68.64	165	97.63
Improved experience	4	2.37	169	100.00

Frequency Missing = 10

Objective 4b aircraft concerns

The FREQ Procedure

Sounds of airplanes overhead effect ON

q9e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	15	8.43	15	8.43
Slightly detracted from visit	76	42.70	91	51.12
No influence on visit	83	46.63	174	97.75
Slightly improved visit	3	1.69	177	99.44
Greatly improved visit	1	0.56	178	100.00

Frequency Missing = 1

Sounds of airplanes landing and taking off effect ON

q9f	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	14	7.95	14	7.95
Slightly detracted from visit	42	23.86	56	31.82
No influence on visit	110	62.50	166	94.32
Slightly improved visit	8	4.55	174	98.86
Greatly improved visit	2	1.14	176	100.00

Frequency Missing = 3

Weather conditions effect ON

q9a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	39	21.91	39	21.91
Slightly detracted from visit	63	35.39	102	57.30
No influence on visit	15	8.43	117	65.73
Slightly improved visit	20	11.24	137	76.97
Greatly improved visit	41	23.03	178	100.00

Frequency Missing = 1

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Condition of climbing route effect ON

q9b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	28	15.91	28	15.91
Slightly detracted from visit	32	18.18	60	34.09
No influence on visit	35	19.89	95	53.98
Slightly improved visit	39	22.16	134	76.14
Greatly improved visit	42	23.86	176	100.00

Frequency Missing = 3

The air taxi service ON

q9c	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	1	0.57	1	0.57
Slightly detracted from visit	8	4.57	9	5.14
No influence on visit	19	10.86	28	16.00
Slightly improved visit	64	36.57	92	52.57
Greatly improved visit	83	47.43	175	100.00

Frequency Missing = 4

Condition of campsites effect ON

Cumulative Cumulative

q9d	Frequency	Percent	Frequency	Percent
Greatly detracted from visit	4	2.26	4	2.26
Slightly detracted from visit	27	15.25	31	17.51
No influence on visit	40	22.60	71	40.11
Slightly improved visit	76	42.94	147	83.05
Greatly improved visit	30	16.95	177	100.00

Frequency Missing = 2

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Sounds of airplanes overhead effect ON

q9e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	15	8.43	15	8.43
Slightly detracted from visit	76	42.70	91	51.12
No influence on visit	83	46.63	174	97.75
Slightly improved visit	3	1.69	177	99.44
Greatly improved visit	1	0.56	178	100.00

Frequency Missing = 1

Sounds of airplanes landing and taking off effect ON

q9f	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	14	7.95	14	7.95
Slightly detracted from visit	42	23.86	56	31.82
No influence on visit	110	62.50	166	94.32
Slightly improved visit	8	4.55	174	98.86
Greatly improved visit	2	1.14	176	100.00

Frequency Missing = 3

Current rules and regulations ON

q9g	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	3	1.69	3	1.69
Slightly detracted from visit	19	10.73	22	12.43
No influence on visit	62	35.03	84	47.46
Slightly improved visit	59	33.33	143	80.79
Greatly improved visit	34	19.21	177	100.00

Frequency Missing = 2

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Interaction with management effect ON

q9h	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	3	1.69	3	1.69
Slightly detracted from visit	8	4.49	11	6.18
No influence on visit	54	30.34	65	36.52
Slightly improved visit	56	31.46	121	67.98
Greatly improved visit	57	32.02	178	100.00

Frequency Missing = 1

Check-in and check-out at ranger station effect ON

q9i	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	1	0.56	1	0.56
Slightly detracted from visit	6	3.39	7	3.95
No influence on visit	36	20.34	43	24.29
Slightly improved visit	67	37.85	110	62.15
Greatly improved visit	67	37.85	177	100.00

Frequency Missing = 2

Members of your group effect ON

q9j	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	7	3.95	7	3.95
Slightly detracted from visit	12	6.78	19	10.73
No influence on visit	21	11.86	40	22.60
Slightly improved visit	43	24.29	83	46.89
Greatly improved visit	94	53.11	177	100.00

Frequency Missing = 2

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Use of technology by other groups effect ON

q9k	Frequency	Percent	Cumulative Frequency	Cumulative Percent

Greatly detracted from visit	1	0.56	1	0.56
Slightly detracted from visit	17	9.60	18	10.17
No influence on visit	113	63.84	131	74.01
Slightly improved visit	40	22.60	171	96.61
Greatly improved visit	6	3.39	177	100.00

Frequency Missing = 2

Use of technology by your group effect ON

q9l	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly detracted from visit	9	5.06	9	5.06
No influence on visit	75	42.13	84	47.19
Slightly improved visit	64	35.96	148	83.15
Greatly improved visit	30	16.85	178	100.00

Frequency Missing = 1

Other climbers safety practices and risk taking effect ON

q9m	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	5	2.84	5	2.84
Slightly detracted from visit	57	32.39	62	35.23
No influence on visit	90	51.14	152	86.36
Slightly improved visit	18	10.23	170	96.59
Greatly improved visit	6	3.41	176	100.00

Frequency Missing = 3

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

The level of safety and risk that you felt effect ON

q9n	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	1	0.56	1	0.56
Slightly detracted from visit	15	8.47	16	9.04
No influence on visit	71	40.11	87	49.15
Slightly improved visit	46	25.99	133	75.14
Greatly improved visit	44	24.86	177	100.00

Frequency Missing = 2

Level of cleanliness effect ON

q9o	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	6	3.39	6	3.39
Slightly detracted from visit	25	14.12	31	17.51
No influence on visit	17	9.60	48	27.12
Slightly improved visit	56	31.64	104	58.76
Greatly improved visit	73	41.24	177	100.00

Frequency Missing = 2

Amount of evidence of human use effect ON

q9p	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	9	5.11	9	5.11
Slightly detracted from visit	52	29.55	61	34.66
No influence on visit	47	26.70	108	61.36
Slightly improved visit	43	24.43	151	85.80
Greatly improved visit	25	14.20	176	100.00

Frequency Missing = 3

Objective 4a What detracts from and enhances the experience?

The FREQ Procedure

Presence of NPS rescue program effect ON

q9q	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	2	1.12	2	1.12
Slightly detracted from visit	11	6.18	13	7.30
No influence on visit	55	30.90	68	38.20
Slightly improved visit	54	30.34	122	68.54
Greatly improved visit	56	31.46	178	100.00

Frequency Missing = 1

Objective 5h - aircraft noise

The FREQ Procedure

Sounds of airplanes overhead effect ON

q9e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	15	8.43	15	8.43

Slightly detracted from visit	76	42.70	91	51.12
No influence on visit	83	46.63	174	97.75
Slightly improved visit	3	1.69	177	99.44
Greatly improved visit	1	0.56	178	100.00

Frequency Missing = 1

Sounds of airplanes landing and taking off effect ON

q9f	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Greatly detracted from visit	14	7.95	14	7.95
Slightly detracted from visit	42	23.86	56	31.82
No influence on visit	110	62.50	166	94.32
Slightly improved visit	8	4.55	174	98.86
Greatly improved visit	2	1.14	176	100.00

Frequency Missing = 3

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To experience excitement ON

q10ai	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	7	3.93	7	3.93
Not Important	9	5.06	16	8.99
Slightly Satisfied	43	24.16	59	33.15
Very Satisfied	119	66.85	178	100.00

To experience sounds of nature ON

q10bi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	14	7.87	15	8.43
Not Important	42	23.60	57	32.02
Slightly Satisfied	54	30.34	111	62.36
Very Satisfied	67	37.64	178	100.00

To lead other people ON

q10ci	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56

Slightly Dissatified	4	2.25	5	2.81
Not Important	100	56.18	105	58.99
Slightly Satisfied	37	20.79	142	79.78
Very Satisfied	36	20.22	178	100.00

To be creative ON

q10di	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	4	2.25	6	3.37
Not Important	57	32.02	63	35.39
Slightly Satisfied	67	37.64	130	73.03
Very Satisfied	48	26.97	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To use your mind ON

q10ei	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	3	1.69	4	2.25
Not Important	22	12.36	26	14.61
Slightly Satisfied	61	34.27	87	48.88
Very Satisfied	91	51.12	178	100.00

To be with friends ON

q10fi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	2	1.12	3	1.69
Not Important	16	8.99	19	10.67
Slightly Satisfied	47	26.40	66	37.08
Very Satisfied	112	62.92	178	100.00

To gain recognition ON

q10gi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	6	3.37	6	3.37
Not Important	124	69.66	130	73.03
Slightly Satisfied	29	16.29	159	89.33
Very Satisfied	19	10.67	178	100.00

To show others you can do it ON

q10hi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	5	2.81	7	3.93
Not Important	113	63.48	120	67.42
Slightly Satisfied	39	21.91	159	89.33
Very Satisfied	19	10.67	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To experience solitude ON

q10ii	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	15	8.43	15	8.43
Slightly Dissatified	34	19.10	49	27.53
Not Important	48	26.97	97	54.49
Slightly Satisfied	36	20.22	133	74.72
Very Satisfied	45	25.28	178	100.00

To disengage from normal life ON

q10ji	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	4	2.25	6	3.37
Not Important	15	8.43	21	11.80
Slightly Satisfied	38	21.35	59	33.15
Very Satisfied	119	66.85	178	100.00

To slow your mind down ON

q10ki	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	9	5.06	11	6.18
Not Important	52	29.21	63	35.39
Slightly Satisfied	56	31.46	119	66.85
Very Satisfied	59	33.15	178	100.00

To express personal values ON

			Cumulative	Cumulative

q10li	Frequency	Percent	Frequency	Percent
Slightly Dissatified	3	1.69	3	1.69
Not Important	66	37.08	69	38.76
Slightly Satisfied	51	28.65	120	67.42
Very Satisfied	58	32.58	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To get away from authority ON

q10mi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	4	2.25	4	2.25
Slightly Dissatified	13	7.30	17	9.55
Not Important	108	60.67	125	70.22
Slightly Satisfied	29	16.29	154	86.52
Very Satisfied	24	13.48	178	100.00

For self-expression ON

q10ni	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	4	2.25	5	2.81
Not Important	71	39.89	76	42.70
Slightly Satisfied	50	28.09	126	70.79
Very Satisfied	52	29.21	178	100.00

To feel exhilaration ON

q10oi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	6	3.37	7	3.93
Not Important	13	7.30	20	11.24
Slightly Satisfied	52	29.21	72	40.45
Very Satisfied	106	59.55	178	100.00

To gain a sense of accomplishment ON

q10pi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	3	1.69	3	1.69
Slightly Dissatified	8	4.49	11	6.18
Not Important	12	6.74	23	12.92

Slightly Satisfied	40	22.47	63	35.39
Very Satisfied	115	64.61	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

For photography ON

q10qi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	5	2.81	6	3.37
Not Important	31	17.42	37	20.79
Slightly Satisfied	70	39.33	107	60.11
Very Satisfied	71	39.89	178	100.00

To view scenery ON

q10ri	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	2	1.12	2	1.12
Not Important	6	3.37	8	4.49
Slightly Satisfied	27	15.17	35	19.66
Very Satisfied	143	80.34	178	100.00

To be close to nature ON

q10si	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	4	2.25	4	2.25
Slightly Dissatified	5	2.81	9	5.06
Not Important	20	11.24	29	16.29
Slightly Satisfied	41	23.03	70	39.33
Very Satisfied	108	60.67	178	100.00

To see the highest peak in N America ON

q10ti	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	4	2.25	6	3.37
Not Important	24	13.48	30	16.85
Slightly Satisfied	30	16.85	60	33.71
Very Satisfied	118	66.29	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To do something with family ON

q10ui	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	4	2.25	6	3.37
Not Important	144	80.90	150	84.27
Slightly Satisfied	5	2.81	155	87.08
Very Satisfied	23	12.92	178	100.00

To bring family closer together ON

q10vi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	3	1.69	3	1.69
Slightly Dissatified	4	2.25	7	3.93
Not Important	140	78.65	147	82.58
Slightly Satisfied	9	5.06	156	87.64
Very Satisfied	22	12.36	178	100.00

To help others ON

q10wi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	2	1.12	3	1.69
Not Important	86	48.31	89	50.00
Slightly Satisfied	46	25.84	135	75.84
Very Satisfied	43	24.16	178	100.00

To be part of a team ON

q10xi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	3	1.69	3	1.69
Slightly Dissatified	5	2.81	8	4.49
Not Important	25	14.04	33	18.54
Slightly Satisfied	49	27.53	82	46.07
Very Satisfied	96	53.93	178	100.00

To engage in competition ON

Cumulative Cumulative

q10yi	Frequency	Percent	Frequency	Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	2	1.12	3	1.69
Not Important	153	85.96	156	87.64
Slightly Satisfied	13	7.30	169	94.94
Very Satisfied	9	5.06	178	100.00

To follow a specific route ON

q10zi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	6	3.37	6	3.37
Slightly Dissatified	19	10.67	25	14.04
Not Important	66	37.08	91	51.12
Slightly Satisfied	41	23.03	132	74.16
Very Satisfied	46	25.84	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To develop climbing abilities ON

q10aai	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	7	3.93	8	4.49
Not Important	27	15.17	35	19.66
Slightly Satisfied	60	33.71	95	53.37
Very Satisfied	83	46.63	178	100.00

To be free to make decisions ON

q10bbi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	10	5.62	12	6.74
Not Important	31	17.42	43	24.16
Slightly Satisfied	54	30.34	97	54.49
Very Satisfied	81	45.51	178	100.00

To gain control over self ON

q10cci	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	2	1.12	2	1.12
Not Important	66	37.08	68	38.20

Slightly Satisfied	43	24.16	111	62.36
Very Satisfied	67	37.64	178	100.00

To practice climbing skills ON

q10ddi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	5	2.81	7	3.93
Not Important	12	6.74	19	10.67
Slightly Satisfied	61	34.27	80	44.94
Very Satisfied	98	55.06	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To study nature ON

q10eei	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	8	4.49	9	5.06
Not Important	77	43.26	86	48.31
Slightly Satisfied	50	28.09	136	76.40
Very Satisfied	42	23.60	178	100.00

To test your abilities ON

q10ffi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	9	5.06	10	5.62
Not Important	6	3.37	16	8.99
Slightly Satisfied	52	29.21	68	38.20
Very Satisfied	110	61.80	178	100.00

To summit a specific peak ON

q10ggi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	11	6.18	11	6.18
Slightly Dissatified	18	10.11	29	16.29
Not Important	32	17.98	61	34.27
Slightly Satisfied	26	14.61	87	48.88
Very Satisfied	91	51.12	178	100.00

To test route finding skills ON

q10hhi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	6	3.37	6	3.37
Slightly Dissatified	23	12.92	29	16.29
Not Important	35	19.66	64	35.96
Slightly Satisfied	52	29.21	116	65.17
Very Satisfied	62	34.83	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To gain a sense of self-confidence ON

q10iii	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatified	5	2.81	6	3.37
Not Important	33	18.54	39	21.91
Slightly Satisfied	56	31.46	95	53.37
Very Satisfied	83	46.63	178	100.00

To climb highest peak in NA ON

q10jji	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	8	4.49	8	4.49
Slightly Dissatified	12	6.74	20	11.24
Not Important	49	27.53	69	38.76
Slightly Satisfied	23	12.92	92	51.69
Very Satisfied	86	48.31	178	100.00

To experience wilderness ON

q10kki	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	9	5.06	9	5.06
Slightly Dissatified	16	8.99	25	14.04
Not Important	23	12.92	48	26.97
Slightly Satisfied	46	25.84	94	52.81
Very Satisfied	84	47.19	178	100.00

To test your endurance ON

q10lli	Frequency	Percent	Cumulative Frequency	Cumulative Percent

Slightly Dissatified	5	2.81	5	2.81
Not Important	4	2.25	9	5.06
Slightly Satisfied	49	27.53	58	32.58
Very Satisfied	120	67.42	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

To think for yourself ON

q10mmi	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	2	1.12	2	1.12
Slightly Dissatified	9	5.06	11	6.18
Not Important	20	11.24	31	17.42
Slightly Satisfied	66	37.08	97	54.49
Very Satisfied	81	45.51	178	100.00

To experience new things ON

q10nni	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Slightly Dissatified	4	2.25	4	2.25
Not Important	12	6.74	16	8.99
Slightly Satisfied	51	28.65	67	37.64
Very Satisfied	111	62.36	178	100.00

Objective 2d Trip Motivations (measured as Satisfaction)

The UNIVARIATE Procedure
Variable: satisf1 (Satisfaction factor1, Personal Creativity, ON)

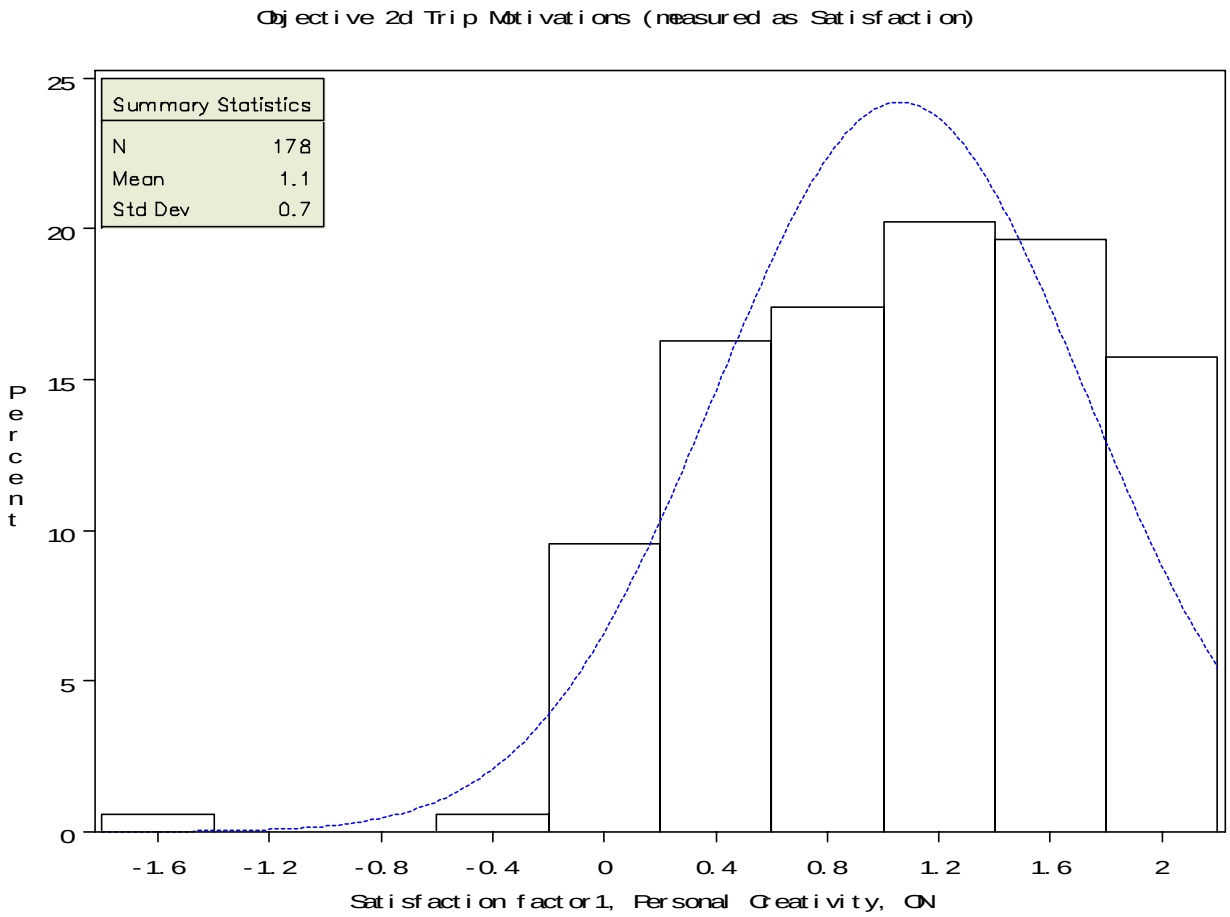
Moments

N	178	Sum Weights	178
Mean	1.0628937	Sum Observations	189.195079
Std Deviation	0.65936485	Variance	0.43476201
Skewness	-0.4895701	Kurtosis	0.34450865
Uncorrected SS	278.047133	Corrected SS	76.9528751
Coeff Variation	62.0348817	Std Error Mean	0.04942149

Basic Statistical Measures

Location		Variability	
Mean	1.062894	Std Deviation	0.65936

Median	1.110369	Variance	0.43476
Mode	2.000002	Range	3.67400
		Interquartile Range	1.02634



Objective 2d Trip Motivations (measured as Satisfaction)

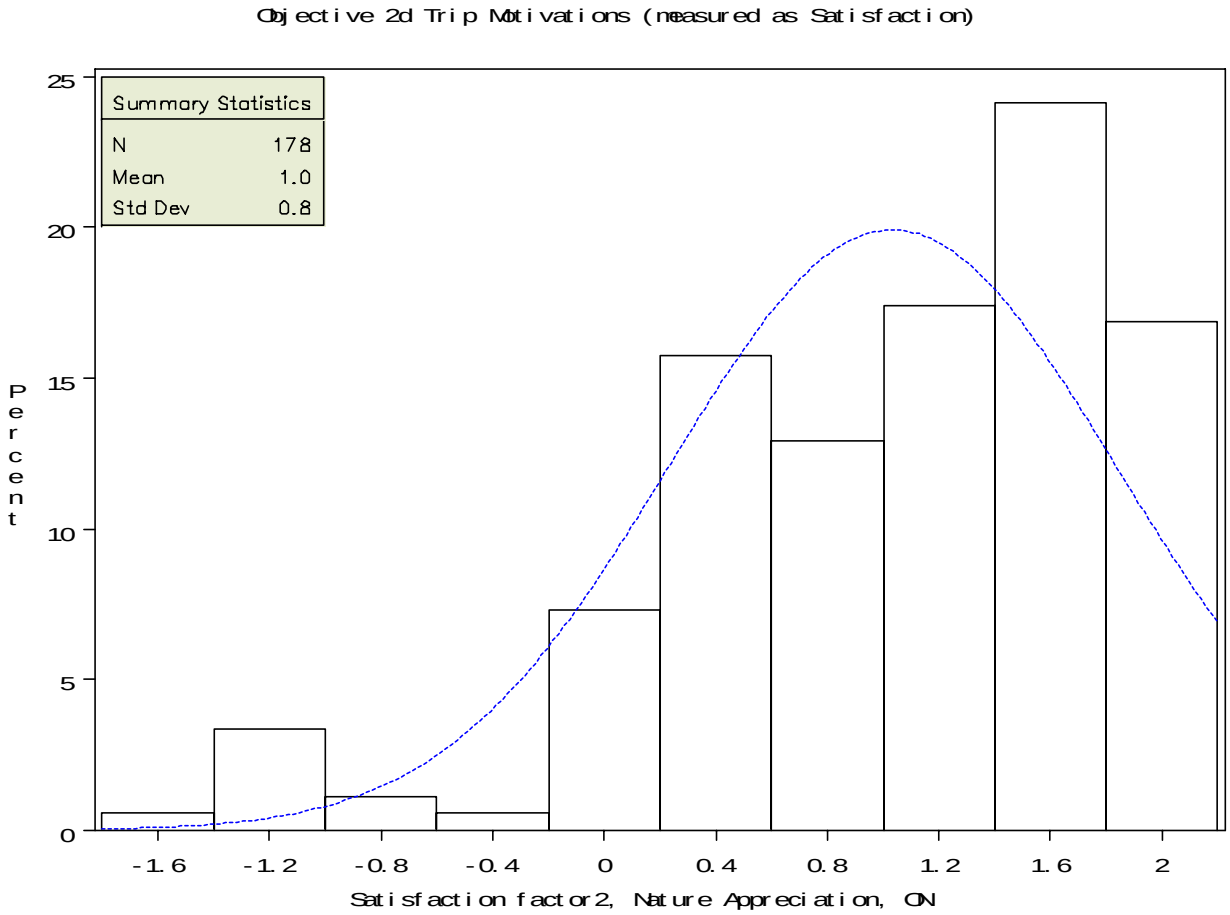
The UNIVARIATE Procedure
Variable: satisf2 (Satisfaction factor2, Nature Appreciation, ON)

Moments

N	178	Sum Weights	178
Mean	1.03447058	Sum Observations	184.135764
Std Deviation	0.80105335	Variance	0.64168647
Skewness	-0.9534936	Kurtosis	0.66280271
Uncorrected SS	304.061536	Corrected SS	113.578505
Coeff Variation	77.4360684	Std Error Mean	0.06004149

Basic Statistical Measures

Location		Variability	
Mean	1.034471	Std Deviation	0.80105
Median	1.177811	Variance	0.64169
Mode	2.000000	Range	3.56648
		Interquartile Range	1.21044



Objective 2d Trip Motivations (measured as Satisfaction)

The UNIVARIATE Procedure

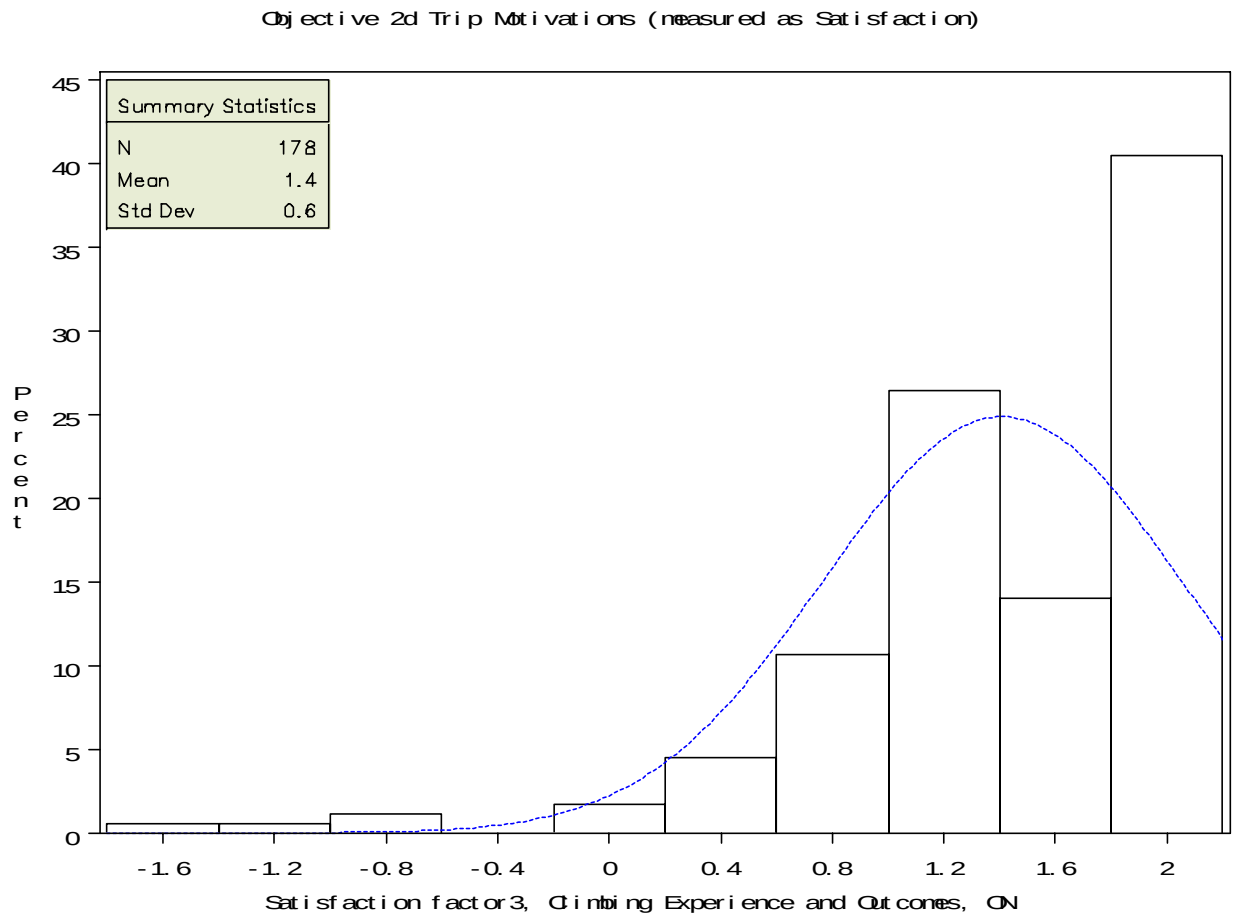
Variable: satisf3 (Satisfaction factor3, Climbing Experience and Outcomes, ON)

Moments

N	178	Sum Weights	178
Mean	1.40996684	Sum Observations	250.974098
Std Deviation	0.64200322	Variance	0.41216814
Skewness	-1.6520414	Kurtosis	4.03156559
Uncorrected SS	426.818916	Corrected SS	72.9537606
Coeff Variation	45.5332143	Std Error Mean	0.04812018

Basic Statistical Measures

Location		Variability	
Mean	1.409967	Std Deviation	0.64200
Median	1.532323	Variance	0.41217
Mode	2.000000	Range	3.50820
		Interquartile Range	0.92210



Objective 2d Trip Motivations (measured as Satisfaction)

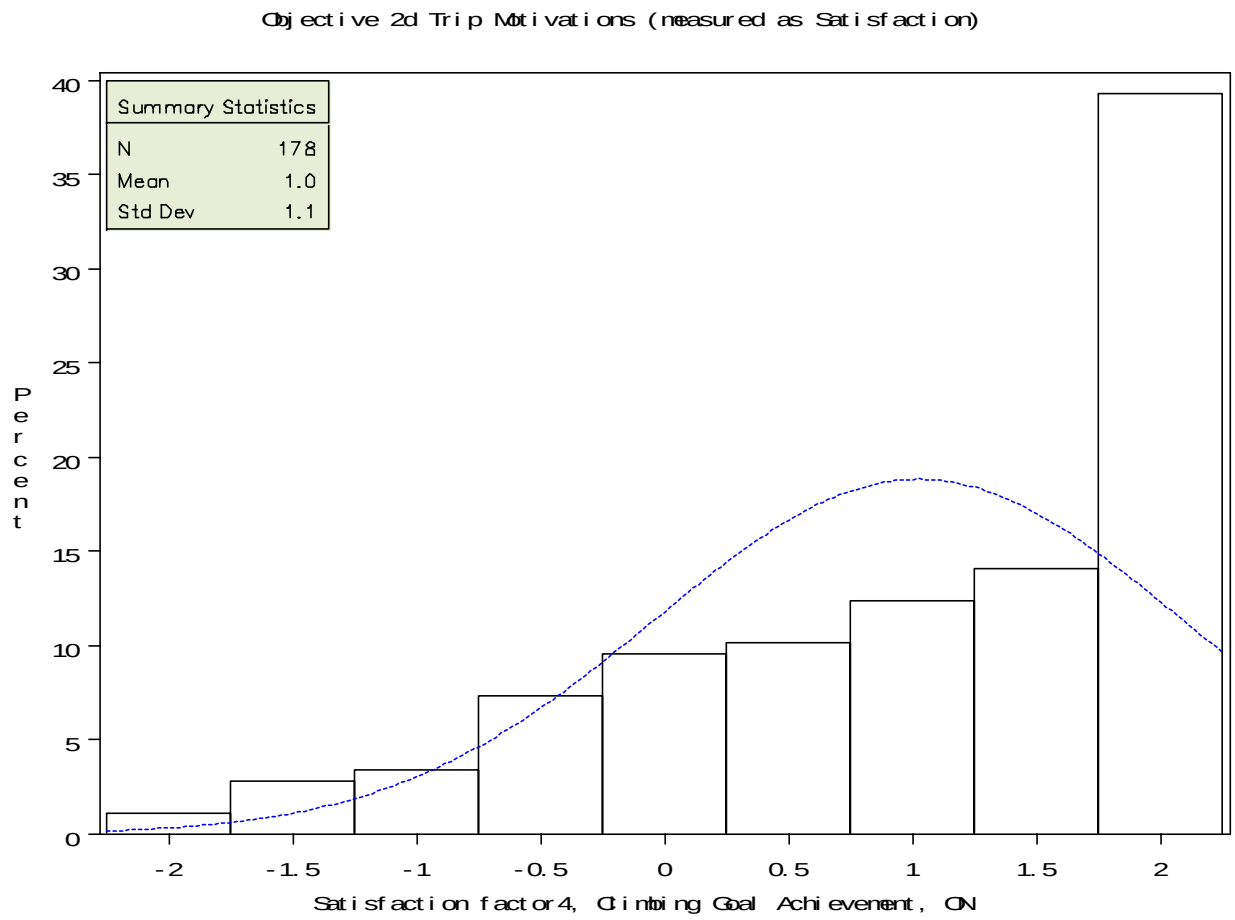
The UNIVARIATE Procedure
Variable: satisf4 (Satisfaction factor4, Climbing Goal Acheivement, ON)

Moments

N	178	Sum Weights	178
Mean	1.0236583	Sum Observations	182.211178
Std Deviation	1.05928817	Variance	1.12209143
Skewness	-0.9073455	Kurtosis	-0.1571198
Uncorrected SS	385.132169	Corrected SS	198.610183
Coeff Variation	103.480641	Std Error Mean	0.07939701

Basic Statistical Measures

Location		Variability	
Mean	1.023658	Std Deviation	1.05929
Median	1.294374	Variance	1.12209
Mode	2.000002	Range	4.00000
		Interquartile Range	1.66901



Objective 2d Trip Motivations (measured as Satisfaction)

The FREQ Procedure

Satisfaction factor1, Personal Creativity, ON

satisf1	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Composite Neutral	38	21.35	39	21.91

Slightly Satisfied	85	47.75	124	69.66
Very Satisfied	54	30.34	178	100.00

Satisfaction factor2, Nature Appreciation, ON

satisf2	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatisfied	8	4.49	9	5.06
Composite Neutral	37	20.79	46	25.84
Slightly Satisfied	67	37.64	113	63.48
Very Satisfied	65	36.52	178	100.00

Satisfaction factor3, Climbing Experience and Outcomes, ON

satisf3	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	1	0.56	1	0.56
Slightly Dissatisfied	3	1.69	4	2.25
Composite Neutral	8	4.49	12	6.74
Slightly Satisfied	72	40.45	84	47.19
Very Satisfied	94	52.81	178	100.00

Satisfaction factor4, Climbing Goal Achievement, ON

satisf4	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	4	2.25	4	2.25
Slightly Dissatisfied	19	10.67	23	12.92
Composite Neutral	32	17.98	55	30.90
Slightly Satisfied	41	23.03	96	53.93
Very Satisfied	82	46.07	178	100.00

Objective 4a What detracts from and enhances the experience?

The CORR Procedure

```
2 With Variables:    q3b      q3c
4      Variables:    satisf1  satisf2  satisf3  satisf4
```

Simple Statistics

Variable	N	Mean	Std Dev	Sum	Minimum	Maximum
q3b	172	0.55233	0.49871	95.00000	0	1.00000
q3c	167	0.77246	0.42051	129.00000	0	1.00000
satisf1	178	1.06289	0.65936	189.19508	-1.67400	2.00000
satisf2	178	1.03447	0.80105	184.13576	-1.56648	2.00000

satisf3	178	1.40997	0.64200	250.97410	-1.50820	2.00000
satisf4	178	1.02366	1.05929	182.21118	-2.00000	2.00000

Simple Statistics

Variable	Label
q3b	Summit ON
q3c	Desired route ON
satisf1	Satisfaction factor1, Personal Creativity, ON
satisf2	Satisfaction factor2, Nature Appreciation, ON
satisf3	Satisfaction factor3, Climbing Experience and Outcomes, ON
satisf4	Satisfaction factor4, Climbing Accomplishment, ON

Pearson Correlation Coefficients
Prob > |r| under H0: Rho=0
Number of Observations

	satisf1	satisf2	satisf3	satisf4
q3b	-0.05469	-0.12848	-0.16731	0.42160
Summit ON	0.4774	0.0940	0.0287	<.0001
	171	171	171	171
q3c	-0.19325	-0.07613	0.01488	0.16562
Desired route ON	0.0126	0.3296	0.8491	0.0330
	166	166	166	166

Objective 4a What detracts from and enhances the experience?

The TTEST Procedure

Statistics

Variable	q3b	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev	Std Err
satisf1	No	77	0.9527	1.0907	1.2288	0.525	0.6082	0.7229	0.0693
satisf1	Yes	94	0.8743	1.0183	1.1623	0.6149	0.703	0.8209	0.0725
satisf1	Diff (1-2)		-0.128	0.0725	0.2733	0.5984	0.662	0.741	0.1018
satisf2	No	77	0.984	1.1358	1.2876	0.5773	0.6688	0.7951	0.0762
satisf2	Yes	94	0.753	0.9318	1.1107	0.7637	0.8731	1.0195	0.0901
satisf2	Diff (1-2)		-0.035	0.2039	0.443	0.7121	0.7879	0.8818	0.1211
satisf3	No	77	1.4044	1.5125	1.6206	0.4111	0.4763	0.5662	0.0543
satisf3	Yes	94	1.1418	1.2952	1.4486	0.655	0.7489	0.8744	0.0772
satisf3	Diff (1-2)		0.0229	0.2173	0.4117	0.5792	0.6408	0.7173	0.0985
satisf4	No	77	0.305	0.554	0.803	0.9469	1.0969	1.304	0.125
satisf4	Yes	94	1.2786	1.4515	1.6244	0.7383	0.8441	0.9856	0.0871
satisf4	Diff (1-2)		-1.191	-0.897	-0.604	0.8731	0.966	1.0813	0.1485

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
satisf1	Pooled	Equal	169	0.71	0.4774
satisf1	Satterthwaite	Unequal	168	0.72	0.4711
satisf1	Cochran	Unequal	.	0.72	0.4721
satisf2	Pooled	Equal	169	1.68	0.0940
satisf2	Satterthwaite	Unequal	168	1.73	0.0857
satisf2	Cochran	Unequal	.	1.73	0.0875
satisf3	Pooled	Equal	169	2.21	0.0287
satisf3	Satterthwaite	Unequal	160	2.30	0.0226
satisf3	Cochran	Unequal	.	2.30	0.0238
satisf4	Pooled	Equal	169	-6.04	<.0001
satisf4	Satterthwaite	Unequal	141	-5.89	<.0001
satisf4	Cochran	Unequal	.	-5.89	0.0001

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
satisf1	Folded F	93	76	1.34	0.1917
satisf2	Folded F	93	76	1.70	0.0169
satisf3	Folded F	93	76	2.47	<.0001
satisf4	Folded F	76	93	1.69	0.0162

Objective 4a What detracts from and enhances the experience?

The TTEST Procedure

Statistics

Variable	q3c	N	Lower CL Mean	Mean	Upper CL Mean	Lower CL Std Dev	Std Dev	Upper CL Std Dev	Std Err
satisf1	No	38	1.123	1.2865	1.45	0.4055	0.4974	0.6435	0.0807
satisf1	Yes	128	0.863	0.9835	1.1039	0.6132	0.6885	0.785	0.0609
satisf1	Diff (1-2)		0.0658	0.303	0.5402	0.5869	0.6503	0.7292	0.1201
satisf2	No	38	0.9089	1.1353	1.3618	0.5616	0.6889	0.8912	0.1117
satisf2	Yes	128	0.8436	0.9899	1.1361	0.745	0.8364	0.9536	0.0739
satisf2	Diff (1-2)		-0.148	0.1455	0.4393	0.727	0.8055	0.9032	0.1488
satisf3	No	38	1.168	1.369	1.5701	0.4986	0.6116	0.7913	0.0992
satisf3	Yes	128	1.2755	1.3921	1.5086	0.5935	0.6664	0.7597	0.0589
satisf3	Diff (1-2)		-0.262	-0.023	0.2157	0.5906	0.6544	0.7338	0.1209
satisf4	No	38	0.4086	0.7835	1.1584	0.9299	1.1406	1.4756	0.185
satisf4	Yes	128	1.0185	1.1924	1.3664	0.8858	0.9945	1.1338	0.0879
satisf4	Diff (1-2)		-0.784	-0.409	-0.034	0.9289	1.0293	1.1541	0.1901

T-Tests

Variable	Method	Variances	DF	t Value	Pr > |t|
satisf1	Pooled	Equal	164	2.52	0.0126
satisf1	Satterthwaite	Unequal	83.2	3.00	0.0036

satisf1	Cochran	Unequal	.	3.00	0.0042
satisf2	Pooled	Equal	164	0.98	0.3296
satisf2	Satterthwaite	Unequal	72.4	1.09	0.2811
satisf2	Cochran	Unequal	.	1.09	0.2831
satisf3	Pooled	Equal	164	-0.19	0.8491
satisf3	Satterthwaite	Unequal	65.3	-0.20	0.8423
satisf3	Cochran	Unequal	.	-0.20	0.8426
satisf4	Pooled	Equal	164	-2.15	0.0330
satisf4	Satterthwaite	Unequal	54.8	-2.00	0.0509
satisf4	Cochran	Unequal	.	-2.00	0.0523

Equality of Variances

Variable	Method	Num DF	Den DF	F Value	Pr > F
satisf1	Folded F	127	37	1.92	0.0242
satisf2	Folded F	127	37	1.47	0.1730
satisf3	Folded F	127	37	1.19	0.5567
satisf4	Folded F	37	127	1.32	0.2680

Objective 6b - access

The FREQ Procedure

Is a limit needed ON

q11	Frequency	Percent
Yes, a limit is needed now to lower the current level of use	19	10.98
Yes, a limit is needed now to hold use at about the current level	68	39.31
No limit is needed now, but should be imposed if overuse occurs	71	41.04
No, there should never be a limit on amount of use in the area	15	8.67

Is a limit needed ON

q11	Cumulative Frequency	Cumulative Percent
Yes, a limit is needed now to lower the current level of use	19	10.98
Yes, a limit is needed now to hold use at about the current level	87	50.29
No limit is needed now, but should be imposed if overuse occurs	158	91.33
No, there should never be a limit on amount of use in the area	173	100.00

Frequency Missing = 6

Objective 6b - access

The FREQ Procedure

Limit air taxi landings ON

q12a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Stongly oppose	41	23.43	41	23.43
Oppose	60	34.29	101	57.71
Neutral or no opinion	38	21.71	139	79.43
Support	28	16.00	167	95.43
Stongly support	8	4.57	175	100.00

Frequency Missing = 4

Limit flightseeing landings ON

q12b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Stongly oppose	19	10.80	19	10.80
Oppose	37	21.02	56	31.82
Neutral or no opinion	46	26.14	102	57.95
Support	50	28.41	152	86.36
Stongly support	24	13.64	176	100.00

Frequency Missing = 3

Limit number of people ON

q12c	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Stongly oppose	23	13.14	23	13.14
Oppose	33	18.86	56	32.00
Neutral or no opinion	37	21.14	93	53.14
Support	66	37.71	159	90.86
Stongly support	16	9.14	175	100.00

Frequency Missing = 4

Objective 6a - existing regulations

The FREQ Procedure

60 day registration ON

q12d	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Stongly oppose	12	6.82	12	6.82
Oppose	11	6.25	23	13.07
Neutral or no opinion	16	9.09	39	22.16
Support	52	29.55	91	51.70
Stongly support	85	48.30	176	100.00

Frequency Missing = 3

Charge fee ON

q12e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Stongly oppose	7	3.98	7	3.98
Oppose	10	5.68	17	9.66
Neutral or no opinion	11	6.25	28	15.91
Support	63	35.80	91	51.70
Stongly support	85	48.30	176	100.00

Frequency Missing = 3

Objective 6a - existing regulations

The FREQ Procedure

Appropriate fee ON

q12espec	Frequency	Percent	Cumulative Frequency	Cumulative Percent
.	64	35.75	64	35.75
$5.00	1	0.56	65	36.31
$50.00	7	3.91	72	40.22
$100.00	29	16.20	101	56.42
$125.00	8	4.47	109	60.89
$150.00	36	20.11	145	81.01
$175.00	1	0.56	146	81.56
$200.00	20	11.17	166	92.74
$250.00	6	3.35	172	96.09
$300.00	1	0.56	173	96.65
$400.00	2	1.12	175	97.77
$500.00	4	2.23	179	100.00

Objective 6a - existing regulations

The MEANS Procedure

Variable	Label	Mean	Std Error	Lower 95 percent CL for Mean
q12espec	Appropriate fee ON	160.3	8.3	143.8
q12espe0	Appropriate fee (including 0 bids) ON	103.0	7.8	87.5

Variable	Label	Upper 95 percent CL for Mean
q12espec	Appropriate fee ON	176.7
q12espe0	Appropriate fee (including 0 bids) ON	118.4

General Wilderness Orientation

The FREQ Procedure

I benefit more from visiting wilderness ON

q15a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Disagree	3	1.71	3	1.71
Neutral or no opinion	20	11.43	23	13.14
Agree	61	34.86	84	48.00
Strongly agree	91	52.00	175	100.00

Frequency Missing = 4

I find a lot of my life is organized ON

q15b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Disagree	10	5.71	10	5.71
Neutral or no opinion	18	10.29	28	16.00
Agree	62	35.43	90	51.43
Strongly agree	85	48.57	175	100.00

Frequency Missing = 4

One of the major reasons I live where ON

q15c	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	13	7.39	13	7.39
Disagree	13	7.39	26	14.77
Neutral or no opinion	17	9.66	43	24.43
Agree	43	24.43	86	48.86
Strongly agree	90	51.14	176	100.00

Frequency Missing = 3

General Wilderness Orientation

The FREQ Procedure

I feel like wilderness is a part of me ON

q15d	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Disagree	3	1.70	3	1.70
Neutral or no opinion	15	8.52	18	10.23
Agree	61	34.66	79	44.89
Strongly agree	97	55.11	176	100.00

Frequency Missing = 3

I seldom take time to visit ON

q15e	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	119	67.61	119	67.61
Disagree	47	26.70	166	94.32
Neutral or no opinion	6	3.41	172	97.73
Agree	3	1.70	175	99.43
Strongly agree	1	0.57	176	100.00

Frequency Missing = 3

I do not think the wilderness character ON

q15f	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	154	87.50	154	87.50
Disagree	11	6.25	165	93.75
Neutral or no opinion	3	1.70	168	95.45
Agree	2	1.14	170	96.59
Strongly agree	6	3.41	176	100.00

Frequency Missing = 3

General Wilderness Orientation

The FREQ Procedure

Use of some...rationed...to protect...environment ON

q15g	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	10	5.65	10	5.65
Disagree	16	9.04	26	14.69
Neutral or no opinion	14	7.91	40	22.60
Agree	69	38.98	109	61.58
Strongly agree	68	38.42	177	100.00

Frequency Missing = 2

Use of some...rationed...to protect opportunities ON

q15h	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	11	6.29	11	6.29
Disagree	13	7.43	24	13.71
Neutral or no opinion	28	16.00	52	29.71
Agree	72	41.14	124	70.86
Strongly agree	51	29.14	175	100.00

Frequency Missing = 4

Use of some...rationed...to protect...animal ON

q15i	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	4	2.26	4	2.26
Disagree	8	4.52	12	6.78
Neutral or no opinion	7	3.95	19	10.73
Agree	61	34.46	80	45.20
Strongly agree	97	54.80	177	100.00

Frequency Missing = 2

General Wilderness Orientation

The FREQ Procedure

Use of some...rationed...to protect...quiet, away from motors ON

q15j	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Strongly disagree	5	2.84	5	2.84
Disagree	11	6.25	16	9.09
Neutral or no opinion	17	9.66	33	18.75
Agree	58	32.95	91	51.70
Strongly agree	85	48.30	176	100.00

Frequency Missing = 3

Objective 2f fly-in trips in DBC and Change

The FREQ Procedure

How many trips ON

q16	Frequency	Percent	Cumulative Frequency	Cumulative Percent
1	98	57.31	98	57.31
2	35	20.47	133	77.78
3	16	9.36	149	87.13
4	4	2.34	153	89.47
5	2	1.17	155	90.64
6	6	3.51	161	94.15
7	3	1.75	164	95.91
9	1	0.58	165	96.49
10	2	1.17	167	97.66
12	1	0.58	168	98.25
15	3	1.75	171	100.00

Frequency Missing = 8

Changes seen ON

q17	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	38	42.22	38	42.22
Yes	52	57.78	90	100.00

Frequency Missing = 89

Objective 2g Intent to return

The FREQ Procedure

Return in next 5 years ON

q18	Frequency	Percent	Cumulative Frequency	Cumulative Percent
No	65	37.57	65	37.57
Yes	108	62.43	173	100.00

Frequency Missing = 6

Objective 2e Demographics

The FREQ Procedure

Climbing skills ON

q19a	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Novice	6	3.39	6	3.39
Intermediate	51	28.81	57	32.20
Advanced	91	51.41	148	83.62
Expert	29	16.38	177	100.00

Frequency Missing = 2

Skiing skills ON

q19b	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Beginner	10	6.21	10	6.21
Novice	23	14.29	33	20.50
Intermediate	43	26.71	76	47.20

Advanced	52	32.30	128	79.50
Expert	33	20.50	161	100.00

Frequency Missing = 18

Objective 2e Demographics

The FREQ Procedure

Age ON

q20	Frequency	Percent	Cumulative Frequency	Cumulative Percent
18	1	0.56	1	0.56
20	5	2.81	6	3.37
21	4	2.25	10	5.62
22	2	1.12	12	6.74
23	1	0.56	13	7.30
24	4	2.25	17	9.55
25	4	2.25	21	11.80
26	5	2.81	26	14.61
27	5	2.81	31	17.42
28	7	3.93	38	21.35
29	6	3.37	44	24.72
30	2	1.12	46	25.84
31	7	3.93	53	29.78
32	8	4.49	61	34.27
33	6	3.37	67	37.64
34	6	3.37	73	41.01
35	9	5.06	82	46.07
36	5	2.81	87	48.88
37	5	2.81	92	51.69
38	6	3.37	98	55.06
39	7	3.93	105	58.99
40	4	2.25	109	61.24
41	4	2.25	113	63.48
42	7	3.93	120	67.42
44	5	2.81	125	70.22
45	4	2.25	129	72.47
46	2	1.12	131	73.60
47	10	5.62	141	79.21
48	1	0.56	142	79.78
49	5	2.81	147	82.58
50	3	1.69	150	84.27
51	2	1.12	152	85.39
52	3	1.69	155	87.08
53	3	1.69	158	88.76
54	3	1.69	161	90.45
55	3	1.69	164	92.13
56	2	1.12	166	93.26
57	2	1.12	168	94.38
58	3	1.69	171	96.07
60	1	0.56	172	96.63
61	1	0.56	173	97.19
62	2	1.12	175	98.31

63	1	0.56	176	98.88
64	1	0.56	177	99.44
69	1	0.56	178	100.00

Frequency Missing = 1

Objective 2e Demographics

The UNIVARIATE Procedure
Variable: q20 (Age ON)

Moments

N	178	Sum Weights	178
Mean	38.3370787	Sum Observations	6824
Std Deviation	11.105497	Variance	123.332064
Skewness	0.38941832	Kurtosis	-0.5294798
Uncorrected SS	283442	Corrected SS	21829.7753
Coeff Variation	28.9680315	Std Error Mean	0.83239219

Basic Statistical Measures

Location		Variability	
Mean	38.33708	Std Deviation	11.10550
Median	37.00000	Variance	123.33206
Mode	47.00000	Range	51.00000
		Interquartile Range	17.00000

Sex ON

q21	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Female	21	11.80	21	11.80
Male	157	88.20	178	100.00

Frequency Missing = 1

Education ON

q22	Frequency	Percent	Cumulative Frequency	Cumulative Percent
High school graduate of GED	13	7.30	13	7.30
Trade or professional school	4	2.25	17	9.55
Some college	28	15.73	45	25.28
Four-year college degree	54	30.34	99	55.62
Some graduate school	18	10.11	117	65.73
Graduate degree	61	34.27	178	100.00

Frequency Missing = 1

Objective 2e Demographics

The FREQ Procedure

HH Income ON

q23	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than $20,000	26	14.94	26	14.94
$20,000 to $39,999	21	12.07	47	27.01
$40,000 to $59,999	18	10.34	65	37.36
$60,000 to $79,999	23	13.22	88	50.57
$80,000 to $99,999	16	9.20	104	59.77
$100,000 to $119,999	17	9.77	121	69.54
$120,000 to $139,999	8	4.60	129	74.14
$140,000 to $159,999	10	5.75	139	79.89
$160,000 to $179,999	6	3.45	145	83.33
$180,000 to $199,999	4	2.30	149	85.63
$200,000 or more	25	14.37	174	100.00

Frequency Missing = 5

HH people ON

q24	Frequency	Percent	Cumulative Frequency	Cumulative Percent
1	72	41.14	72	41.14
2	49	28.00	121	69.14
3	18	10.29	139	79.43
4	25	14.29	164	93.71
5	10	5.71	174	99.43
6	1	0.57	175	100.00

Frequency Missing = 4

Objective 2e Demographics

The MEANS Procedure

Variable	Label	Mean	Std Error	Lower 95 percent CL for Mean	Upper 95 percent CL for Mean
q20	Age ON	38.3	0.8	36.7	40.0
q24	HH people ON	2.2	0.1	2.0	2.4