

away. Little did I realize that Upton and Ragle had discussed several times the possibility of landing up on the plateau at 17,500 feet.

Four years passed before I returned to Kluane to carry out a topographic survey of Logan. Phil and the "helio" were still the mainstay of the Icefields operation: in the meantime Phil had pioneered the skillful feat of landing on the plateau with the now turbo-charged "helio." The medical HAPS project was already well underway with Dr. Charles Houston as director.

Then, in 1974, I began a series of surveys on Logan which were to culminate in the recovery of a 103-meter core from the northwest col in 1980. In order to accomplish this we relied entirely on the logistics provided by Phil and his protégé, Andrew Williams, flying the two turbo-charged "helios." By then, the HAPS project had wound down and we were fortunate to have the fullest attention of the pilots in 1980 as well as 1981 when the final evacuation of drill and core was made. Most of the ice core was flown to Whitehorse, direct from the mountain, above the freezing level. That core is the most valuable item I have ever handled in my life.

Charles Houston, I and many others who carried out research on Mount Logan and in many other parts of the St. Elias Mountains were totally dependent on the skill of both AINA pilots. Even the local aviators regarded these two as being in a special class. The four IRRP volumes, the HAPS project tome and my papers describing the ice-core results (with more to come) all owe their existence to the dedication of Phil Upton. In addition to providing the logistics for scientific projects in the St. Elias, Phil also supported a large number of purely climbing or skiing expeditions.

I last flew with Phil in the summer of 1983 not realizing that his time was near. The end of his "era" was recorded by him and published in the 1984 *Canadian Alpine Journal* at the time of his death. A postscript to that account is provided by Christopher Shank: "If Canada is looking for a folk hero, Phil Upton seems to be a likely candidate."

In recognition of the achievements of this remarkable man, a plaque was made to perpetuate his memory. The bronze plaque measures 15cm × 22cm. It has been attached by rock bolts to the solid granodiorite rock which crops out on the 5475-meter pass between AINA Peak and Prospector's Peak. This pass provides access from the upper "Football" field of the King Trench route to the plateau and is frequently travelled. Only 15 meters lower than Mount St. Elias and with this mountain as its magnificent backdrop, it is probably by far, the highest memorial plaque in Canada. It sits in its lofty granite perch in fitting tribute to this great Canadian-American aviator. It should be there long, long after we have all gone. From all of us, thanks Phil.

GERALD HOLDSWORTH

GEORGIA ENGELHARD CROMWELL
1906-1986

Born in New York City, November 19, 1906, Georgia was an adept photographer, her father having achieved considerable prominence in the field. She

practiced her profession for various commercial entities, on both sides of the camera.

Georgia Engelhard took up serious alpinism in 1926 and joined the American Alpine Club two years later, the youngest age of admission for a woman to that date. She continued a very active climbing career with lengthy visits to the mountains of western Canada—specializing in the Rockies and Purcells—almost every summer until interrupted by the American involvement on World War II. Her record of thirty-two first ascents is one of the most outstanding ever developed in that area.

Her record of ascents in the Alps was longer lived, but started with her spectacular performance in 1935 when she made forty-four ascents, many of them guideless and all of prominent peaks. Most of those ascents were traverses of the summits, some multiple.

Georgia did not neglect the more prominent peaks of the United States. She did several of the "Fourteeners" of Colorado and most of the Cascade volcanos; Mount Baker in 1929 and the others in 1937 (back when St. Helens was a longer and more legal trip).

Just prior to American involvement in World War II, she met and later married Oliver Eaton Cromwell, an equally distinguished alpinist who participated as deputy leader in the, ill-fated, 1939 American expedition to K2.

Georgia was a great favorite with the Swiss guides employed by the Canadian Pacific Railway, in particular Ernst Feuz (1889-1960), with whom she made a number of her better climbs and several first ascents. In their reminiscences, it appears that she was regarded as a difficult, but distinguished client—difficult because she would carry as much as any man in the party and often showed up the less sturdy male members of any party; and distinguished because she was unique in this attribute among the women climbers of the day.

She died two months before her eightieth birthday, in Interlaken, where she and Tony Cromwell had lived for the past thirty years. Georgia is survived by her husband, who now resides in Bryn Mawr, Pennsylvania and two step-children, O. Eaton Cromwell, Jr. of Haverford, Pennsylvania and Camilla C. Anderson of Noblesville, Indiana.

WILLIAM L. PUTNAM