

## Olympic Diary – 2010 Winter Games – Whistler, B.C.



Feb. 9 - Got up at 6AM to start the trip to Whistler. Was on the road by 7AM. Quite different than the 2002 games. When I left then there was nothing but snow from the time I left Pullman until arriving in Salt Lake City. On this trip there is no snow to be seen. Even going over Snoqualmie Pass there was only a bit of snow (remnants from snow plows) at the very top of the pass. Once you were more than 5 miles from the summit there is no snow at road level. Got to Seattle and picked up Bill Clear near SeaTac. Had lunch at Denny's – the only place near where he stayed. Forgot that Feb. 9 was their free Grand Slam breakfast day. Got to Bellingham about 2:30 and made arrangements to meet with Andrew and Alli for dinner.

Feb. 10 – Headed for the border at 8 AM. After hearing about all of the problems they were expecting at the border crossings we had no problem. More than half of the booths had no cars waiting so we drove in, answered a few questions, showed the agent our paperwork from VANOC and were on our way in less than 5 minutes. Got to Whistler at 11 AM went to pick up our uniforms and credentials. Also found out that Bill and I were in two separate condo units but at the same complex – Stony Creek Lagoon. My two roommates are Anthony Wright (from Scotland) and Jim Mahaney – one of Bill's friends from Michigan. Got moved in and ready for the venue training tomorrow. The weather is not cooperating here in Whistler – rainy and about 40.



Feb. 11 – Went to the venue training at 9 AM. Our first experience with the bus system in Whistler. We can pick up the bus we need just about a block from the condo. As is typical the three hours that they allocated for the venue training was over in one hour. So Bill and I went back to the condo and got our skis for a free ski day. An interesting happening when we were waiting for the bus at Creekside. One of our graduates, Mike Torpey, was there. Mike was the same person I ran into two years ago when we were up here for the World Cup



event. The top of the mountain was windy (40 – 60 kph) with zero visibility. The bottom was total mush. Not really much good skiing to be found anywhere. Got a call from our crew chief that we are supposed to be headed up the lift at 5:30 AM tomorrow. So plan to be in bed by 9:30 tonight.

Feb. 12 – Up at 4 AM and ready to go at 5:30 as planned. However, plans change and no one went up the hill until 8 AM. So we sat around in the breakfast tent for over two hours before finally getting out.

When we did things looked good for the women's practice session today. We lowered the B-fence to get the course ready for the day and boot packed portions of the course (i.e., walking down the hill in very small steps to pack down the snow). The start of the practice was postponed to 2 PM so our crew chief let us go to the soup tent at the middle of the mountain. We were getting ready to go back to our assigned position at noon when the call came in that the practice was cancelled. Another hour of waiting before we got back



to our position, did more boot packing, cycled back to the top and did more boot packing. The course is very soft – way too soft to run any type of competitive event. The bottom of the mountain is loose sloppy corn snow 6 – 8 inches deep. It is going to take a significant cooling trend to get the course to set up. The men's downhill is scheduled for tomorrow but I am not hopeful. The first women's event is set for Sunday, but they have not yet had a practice day on the course. The organizers have already cancelled all off-days and may start calling crews on a 24-hour basis. The long term weather forecasts are not favorable. Watching the opening ceremonies right now. The one good thing from today is that we do not have to be at the security check point until 9 AM tomorrow. So we get a sleep-in early in the games.

Feb. 13 – Got up late, had a leisurely breakfast and still waited two hours before we finally got on the hill at 11 AM. Same conditions as the prior few days – warm, rain at the bottom of the hill and heavy snow at the top. So they had us ski to about the midpoint of the women's course then start boot packing the course from there to the bottom of the hill. After about two hours, when we were about half way down, we took a break, and then continued. So when I look at the women's downhill I will see my foot prints all over the hill. We are scheduled to be back at the breakfast tent tomorrow at 9 AM again. So we get a second day in a row with a sleep-in. I'm sure we'll pay for it later.

Feb. 14 - Happy Valentine's Day! A good start with another 9 AM load. However, at the security check point they scan your credentials, then supposedly every 10<sup>th</sup> person is randomly pulled out to go through the metal detector, etc. For the second time in three days I got selected. As is usual we really didn't get started until an hour later or so. There had been about 4 – 6 " of snow on the upper parts of the mountain with rain below so the downhill courses were closed – snowcats working on the upper portions and too soft on the lower. Instead we went to the practice course to get the crash fencing ready for the athletes. Basically we had to pull the poles out of the snow and replace them into a



groomed area. We had a large group so after pulling and replacing your pole you had to move past about 15 people to get to the next pole. Since the middle of the run had not been groomed you could get a couple of turns in the fresh powder. Our crew chief had us meet in one of the soup tents after that task was completed where we stayed for about the next two hours, including a rather heavy wet snowfall. We went back over to the midway station on the women's course and waited some more. Finally our chief decided we could just go up the lift and ski back

down to that position, which we did about three times. The he gave us the "good news – bad news" speech. We were done for the day but we had to be ready to load the lift at 3 AM tomorrow. So it was off the mountain, a quick dinner, a call home to wish Diane a Happy Valentine's day and to bed by 7:30.

Feb. 15 – A new Olympic experience. Woke up at 2:10 AM, was out the door by 2:30, at Creekside by 2:45 and ready to go up in the lift by 2:55. But as usually we didn't get off on time. Did have time to go to the food tent and pick up some supplies for the day. But we were on the gondola and on our way up the hill by 3:30 and skiing down to our station before 4:00. Fortunately they have a number of lights all along the path so there were only a couple of really dark places. It had cooled off overnight so that all of the boot packing that people had done the prior days was now frozen solid. Makes for a very rough sideslip as you go to your position. Once there we reset all of the B-fence (again) then buffed the sides to make the course look good, then sat. The plan was to run the women's downhill practice run (upper half of the course), then have the men run their



actual race, then have the women complete the practice run. The women got started at 10 AM (as planned) but there were some difficulties with the upper portion of the course (soft spots) so they got delayed, the men's race started, so we were treated to watching both the men and women do downhills on adjacent courses. They also run the operation quite differently than at either Salt Lake City or Beaver Creek. Here the course crews also attend to the course during the race (fixing gates, replacing fencing). So Bill Clair and I were stationed near one of the gates for that duty. It's the first time that I've been inside the fences for a downhill. At Beaver Creek they consider that too dangerous. We did, however, pick out a very secure spot in case any of the competitors lost control. Since this was a training run there were no incidents. The second half of the practice got underway exactly at 1:00 PM. By 2:00 all of the races were done. Our crew chief cycled us to the bottom of the course then dismissed us about 3:00 (11 hours on the course – a new record). It will probably be another early night for me and a 7 AM load tomorrow.

Feb. 16 – Woke up to the sound of avalanche bombs and snow plows. There was a small amount of wet snow in town but about 6" of wet heavy snow on the course. As usual we were supposed to load at 7 AM but actually got started at 8 AM. Our first job of the day was to work as a course steward (make sure only people with proper credentials enter the venue) since the people assigned as stewards hadn't

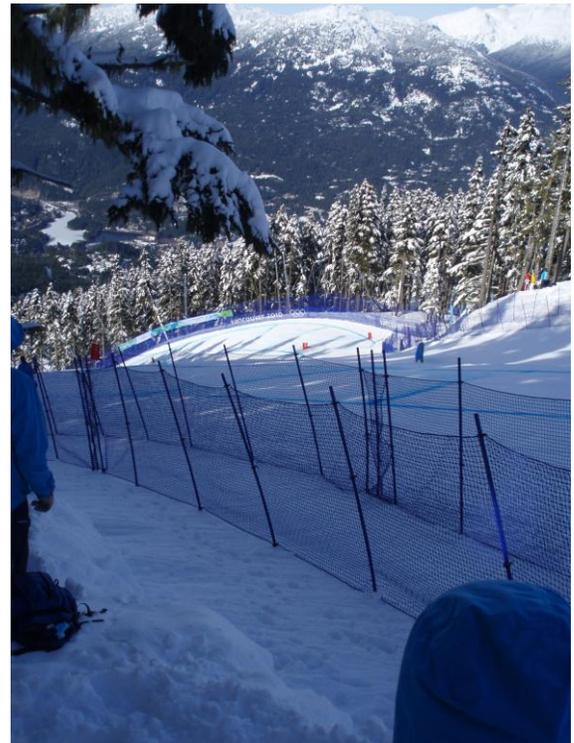


arrived yet. Got to see a typical race organization at work. In the space of 20 minutes they put up a spectator fence, took it down, put it back up, then took it down again. Since the course had frozen yesterday we actually had a racing surface. So rather than boot packing all of the snow onto the surface we now have to remove the snow. So it was snow shovels and a lot of work today.

Brought back flashes of Snowbasin – 2001. We worked the course section just below our normal position (Hot Air – big jump just before the finish). By the time we finished (about noon) the course

was clear. The weather forecast is for clear and cooler weather. After waiting until 2:30 we were finally dismissed. The women's downhill is on schedule for tomorrow so it will be an early wake-up and an uphill load at 6 AM. The scheduled start is at 11 AM. Let's hope the weather finally cooperates.

Feb. 17 – Finally got a good day, clear and colder (below freezing). Since the women's downhill race was today we were loading at 6 AM. Got on the course and got all of the B-fence up in proper order. After that one of the course judges decided that the fence was too close to the course in one spot below us (I agree – it was only about 3' from the gate). So we moved four layers of B-fence back about 10'. Then about an hour before the start of the race all blue crews (mine is one) were called to the start of the course. We got there and found out there was nothing to do. So we stayed at the top of the course and watched the race. At the completion of the race we went down to the mid-station soup tent for a little lunch and to await further instructions. At about 1:30 we were told that it would be another hour before any decisions were made. So five of us took off a little free skiing. Went to the top of Whistler Peak. Grace Oaks, one of the local women on our team, decided to take us down Pale Face. You know you're looking at something gnarly when you approach the edge and there are signs saying "Cornice". Grace is pushing 80 but is a great skier. I was tempted but since I was skiing without poles (you typically don't carry them when working on the course) I decided against dropping into the bowl and went around. Got back to the mid-station at the appointed time then waited until after 4PM for further instructions that never came. Finally



our crew chief said to go since we are looking at a 4 AM load time tomorrow. The early start is necessary since tomorrow is the women's downhill combined race. So we have a downhill race at 9:30 AM and a slalom at 1 PM. Our crew chief is getting very irritated with the whole organization. They always allow about four times the amount of time needed to complete any task but will never release a team even after all possible work has been done. It will be interesting if Chuck makes it through the next week without letting some official know what he thinks of their organization.

Feb 18 – Seven days in a row on skis. Had a 5 AM ride up the gondola this morning. Despite the start it was a great day. After the accident yesterday where the Rumanian skier went under the B-fence (it was properly installed she just hit it low) the officials decided that all of the B-fence on the course should be reinstalled. The problem is that the sun hits the poles supporting the fence and causes the snow around the base of the pole to melt. So we started pulling every pole out of the snow and redrilling the hole. That's about a quarter of a mile of fencing that is either four or five rows deep. It took about two hours to finish the job. Three of us then went to the soup tent for a little break and at 8:15 we left to go back to XY crossing. Our crew has responsibility for two of the gates so our crew chief (Chuck Ikona) and I stood inside the fencing to make sure that the track remained clear and the gate banners in place. It does mean that you keep a close eye on the competitors since there is nothing between you and them but air. I'll have to watch the coverage to night to see if they caught me on TV. Immediately after the downhill portion was completed our crew went down to the slalom start to rearrange all of the B-fence to form a corral for the competitors. A number of us went back to the soup tent for lunch, then Bill and I went free skiing for the afternoon. The best news, other than the early release today is that we have the day off tomorrow. Our plans are to go skiing again. Next competition on our track is Saturday.

Feb. 19 – A day off, after 7 straight days on the hill. So Bill and I went skiing for the day. Got up at 7:30 (late for us) picked up our gear at Creekside and headed up Whistler. Got on the peak-to-peak gondola



to go to Blackcomb. Bill and I were the only two on the gondola car. We skied the lower portions of Blackcomb in the morning then went up to the Blackcomb Glacier for the afternoon. A great day – bright sunshine the entire day. Took the peak-to-peak gondola back to Whistler in the afternoon intending to ski the symphony bowl in the afternoon. Got there at 2:40 and found out that the bowl closes at 2:30. Spent a bit more time skiing Whistler then headed down to the condo. Unfortunately the start time for the women's super-G tomorrow has been moved up to 10 AM. Thus we are

supposed to be loading at 4:30. So it's early to bed again tonight.

Feb. 20 – Up at 3:45 AM. Amazing the number of people up at 4 AM. The bus headed to Creekside was absolutely full – standing room only. As usual we actually didn't load until about 5 AM, but pretty close for the Olympics. We redrilled all of the B-fence again since one of the male competitors yesterday went under the first layer of B-fence on the men's course. Actually the morning went very fast. After

redrilling all of the B-fence we started removing the loose snow from the course and by the time we were done there was only about an hour from the start of the race. Bill, Chuck, and I had the duty of maintaining a portion of the course above the final face as well as two gates. The section we were responsible for is the same section where we shoveled snow on February 16.

They had driven a cat over the section and it did start to fall apart as the race continued. Because of the speed of the racers no one is allowed out onto the course while the course is open. However, after racers 15, 22 and 30 there are 4 minute TV time-outs. During those 4 minutes you run out to the course from your safe spot, rake as much snow off of



the course as possible, and then get back. There was a referee in our section who keeps track of the time. Amazing how fast four minutes goes by. They added another TV time-out after racer 45 so we got to do this four times. After the race we cycled back to mid-station and waited for further orders. We did sneak off for a couple of runs before finding out that we were released for the day. Even better news – we're off tomorrow and don't have to be ready to load until noon on Monday and Tuesday. The three crews in our section made plans to meet tomorrow evening at a pizza place in Creekside for a section dinner. This is also the last night that Jim Mahaney will be my bunkmate as he has an 11:30 PM bus back to Vancouver.

Feb. 21 – Despite a day off, and having been up for about 20 hours, I was up at 7 AM this morning. Just can't shake the early morning wake-up. I had heard about the rush of people trying to get the red mittens with the maple leaf on the palm at the souvenir stores. So I went over at about 8:15AM and there was already a line of about 100 people. I waited until the doors opened at 9 when they started letting people in in small groups. Turns out there is a limit of 4 pair on the number you can purchase. There are also three sizes, youth, small/medium, and large/extra large. When my group was let in all of the mittens (all sizes) were found in one large bin. Amazingly the people were well behaved but you did have to just start grabbing. I got my four then looked around for other souvenirs. In 15 minutes all of



the mittens for the day were gone. After the souvenir shop I went back to the condo and got ready to do some skiing. Since I had missed the symphony bowl on Friday I went there today. Amazing!! It is an absolutely huge bowl with excellent runs everywhere you look. Too bad there has not been any snow for 5 days. With some fresh snow the skiing would have been unsurpassed. Left the mountain about 1 PM to do a little work and get ready for the dinner tonight. Before dinner Bill and I went to the Weasel tent. This is a beer tent for the course

workers (called Weasel Workers at Whistler, Talon Crew at Beaver Creek, etc). The US/Canada hockey game was on so our dinner was delayed until after the game was over. Had to be very circumspect as Canadians do take their hockey seriously. Had dinner at Creekbread, a pizza place near Creekside. The three crews that work in the XY Junction area were all there, about 20 people in total. Didn't finish until after 9. Bill leaves tomorrow morning at 6:45 so I have to get up to get him to the bus terminal.



Feb. 22 – Very interesting and varied day. Got up at 6 AM to deliver Bill to the Bus Stop. The bus was late, so we waited but he did get off to Vancouver. I got back to the condo at about 7 and decided that getting more sleep was out of the question. So I finished off some work on a proposal with Courtney and sent her the draft. Then I got on my gear and headed for the slopes. Went directly to Symphony Bowl to ski Jeff's Ode to Joy. It starts as a typical blue cruiser but towards the end breaks up into about 20 different small alleys through the trees. After a couple of passes I ran into Maciej, another crew member. We skied together for a couple of runs then went back



to the mid-station to meet up with the rest of the crew. It was another sunny day so he and I sat outside in the sun and ate our lunch. The rest of the crew came in at about 1 PM. We were still awaiting instructions so we took one quick run then returned for afternoon duty. Our first job was hauling "Race Base" down the course. "Race Base" is only ammonium nitrate that they use to help firm up the racing surface. It comes in 40 pound buckets so I ended up carrying a 40 pound bucket down an Olympic lady's downhill course. Delivered the buckets to our normal position, then shed our

jackets and most of the outer layers (too warm) for our second duty. They have a number of water connections along the course in case they need to ice down the course. They wanted to make sure that these were accessible. So we skied down the side of the course finding all of the outlets, digging them out, then opening the valves to let the water run for about 10 minutes. We had to do the latter to make sure that any water that they put on the course is clear and not the muddy, brown/green stuff that came out when we opened the valves. After that we were done for the day. Our crew will be loading tomorrow morning at 6:30 and 5:30 on Wednesday as we prepare for the lady's GS race on Wednesday.



Feb. 23 – Had a 6 AM load today but got a surprise early on. A couple of months ago Chuck Ikona asked if I would be his assistant crew chief. I agreed, not expecting to have to do much. However, this morning he came into the breakfast tent and gave me his radio, gate key, hammer, wedges, etc. that a crew chief carries. He had fallen in his driveway earlier and his left arm is sore enough that he was going to see the medical people today rather than going up on the mountain. So with about 30 extra pounds in my pack the crew headed up the hill in the dark again. We started as per usual, redrilling the B-fence in our section. Then we watched as the women had a GS practice (looks more like a free ski since there are no gates set on the course). After the 100+ women scheduled to compete had their time on the hill we went back out to remove the snow they had churned up. After about 2.5 hours of raking and shoveling we had the course down to the racing surface again. Since my crew was on the hill early, we were released at about 1 PM. However, it is now snowing. We have a 5 AM load tomorrow. Undoubtedly there is going to be snow to remove. The good news is that all crews have a 5 AM load. Since all of the speed events are over we have about twice as many people per foot of course than for the downhill. So unless there is a very large snow we shouldn't have to work too hard to get it off. The bigger problem may be the temperature, it is definitely warming. Not good for the course surface.

Feb. 24 – Definitely bad news. It did snow most of the night so we were greeted with about 6" of wet, heavy snow. So we didn't mess much with the B-fence. Instead we spent all of our time shoveling and raking snow. The goal was to clear the track top to bottom and side to side. The latter is necessary since there are two runs in the giant slalom so you need the full width so that the two tracks can be set. Fortunately we only have to clear to within about 10 – 15' of the fences and let the snowcats take care of it from there. We also had Monique and two others



join our crew. The three of them are from Ottawa or Montreal. We did get the course clear in time for the first run of the GS. However, in the afternoon the fog rolled in and the second run, originally scheduled for 1:30 was postponed to 2:15, then 2:45, then 3:15 then cancelled. While we were waiting we built a snowman, dressed him as a volunteer, with jacket and credentials, skis, shovel, etc. We all



had our pictures taken with him. Since the GS is a two race sequence there were questions about what would happen, start the whole race over or do just the second run since no one has taken the second run. We'll find out tomorrow but we did find out one thing. Because there is more snow predicted, and we do have to get the GS completed we are due for a 3 AM load tomorrow. They also announced that in appreciation of our hard work that VANOC was going to give us a hot meal when we got off the mountain. Turned out

to be a small pizza or a hot dog. Good idea – bad execution. Tony Wright, my last roommate, is also leaving tomorrow. Would like to have done something with him but not with a 1:45 wake-up.

Feb. 25 – Getting up at 1:45 and riding the bus to Creekside at 2 AM is very interesting. You are on your way to work, while all of the drunks on the bus are heading home to go to sleep. As a “reward” for the early ride up the lift we are not going to the usual breakfast tent for the morning. Instead we are meeting at Dusty’s. This is a favorite watering hole usually but has been converted to the athletes lounge for the Olympics. While the hot breakfast is the same as it would have been in the usual location, we do get an unlimited access to beverages. Got on the lift at 3:30 but it was way after 4 AM before we got to the top as they were having mechanical difficulties. Our section chief, Rod Oakes, was

down at our normal position but reported that the track was so soft that they didn’t want anyone down there. So we moved the snow off of the course in a section above our normal location called treeline. Worked there from 4 to 7 AM then went down to our normal location. There was not much snow (about 1”) but it was very heavy and wet. The temperature was high enough that we had to work in our skis on the course to prevent breaking through the icy crust on the racing surface. We did eventually get the course



prepared and the second run of the GS completed. After the last runner came down the course a very interesting thing happened. The slalom race uses only single poles to designate gates. All other races use a double pole with a gate banner between. So when the second run of the GS was completed there is a mad rush by anyone on the course for the gate banners. Since I was tending one of the gates I was out there as the last skier passed and did get a gate panel from gate 25. A group of us are planning on dinner tonight at the Swiss House. However, we also found out that more snow is forecast so we are having another 3 AM load in the morning. Thus our reservations are for 5 PM. Met Maciej, Bev and Linda (a gate judge at our location) at the Swiss House; had venison, spaetzle, and red cabbage. Then off to bed for the 1:45 wake-up.

Feb. 26 – Off to the slopes at 2 AM again!! This time it was the karaoke bus as all of the drunks were singing their favorite songs. Breakfast at Dusty’s again. The news was that the snow had failed to materialize so at 4:15 they announced that everyone was released but to report back to Dusty’s by 5:30. Rather than try the bus trip back to the condo, then back to Creekside, I just pulled together three chairs and took a short nap, along with about 30 of my new friends. At 6 AM we had to vacate Dusty’s as the athletes were starting to show up. Went back to our usual breakfast tent where we met our section chief. We loaded about 7 AM to the mid-station soup tent then finally went out about 7:30. It was snowing pretty constantly now. Since the slalom is a completely different course our usual assignments were no longer in effect. No one on my crew had a gate assignment. So we reported to Maria, the dispatcher for all of the volunteer’s, at the top of the slalom course. She assigned us to be her “Bullets”. Bullets are people who deliver whatever a person on the course needs (gate keys, poles, etc.). Got to run (sideslip) down the side of the slalom course to deliver towels. For some reason they feel it is

necessary to wipe down the turning poles after every competitor. Then went back to the top to watch



the slalom. Between the two runs eight of us went out to get the snow off of the start of the new course. Since I had my crampons with me I did the very start, gates 1,2, and 3. So if you watch the second run notice how nice the start looks. The second run finished about 2:30. By that time I was totally soaked and all of my crew had disappeared. So I cycled to the bottom to go home. As has been the case on these warm, wet days the bottom ¼ mile of the course is just goop, a slurry of water and corn snow about 6 - 8" deep. One run through that will about kill your legs. Did have a chance to call Chuck and find out that he had simply bruised his elbow and shoulder. All it needs is rest so he is in a sling for the next couple of weeks. He was going to volunteer for the Paralympics but that may not work out now. The picture of our snowman did make the front of the newsletter for the volunteers today. We'll have to make sure that Chuck gets

one since the snowman was a tribute to him.

Feb. 27 – Last day of competition at Whistler. Since the women's events are over I am not going up on the hill today. Tried to stay up late last night to get back on to a normal schedule. Managed to stay awake until 10 PM. Then woke up at 1:50 and again at 4:00 AM; just can't seem to shake the more recent work schedules. Turned in my lift pass and got the watch they are giving for completing your duty. Then watched the men's slalom. The conditions were much like for the women's the day before, wet and foggy. At least the athletes accept that this sometimes happens. At 5:00 went to the volunteer appreciation party. It was held at the finish area for the alpine events. Fortunately it was not raining or snowing since, like Salt Lake City, it was held outside. So we got to stand around in the snow (nothing new) but were given cold beverages (more alcohol than on the hill). Did meet Chuck and his daughter Colleen. She confirmed that Chuck just has a deep bruise in his upper arm that should heal with no difficulties. Am now in the condo watching the Finland-Slovakia hockey match. Will do some packing tonight then be on my way to home on Sunday.



Feb. 28 – Still can't get out of the habit of waking at 1:30 AM and again at 4:30 AM. Did so again today. Packed the car up and headed out of Whistler about 11. Just as when I arrived there is no snow once you get about 10 miles outside of Whistler; the temperature was in the mid-40's. Just doesn't seem right for a WINTER Olympics. Most of the lane modifications that they made along the Sea-to-Sky highway have been eliminated. The traffic was heavy but moved along quickly. Passed by the north of

Vancouver on Canada 1 to highway 15 then south to the US border. Only 3 cars in front of me at the border so I was through and back in the US in about 10 minutes. Got to my room in Bellingham just in time for the last period in the US-Canada hockey final. Great game! Sorry the US lost but if you look at it the US and Canada split their series and the US wins on goal differential 7 to 6. Don't think the Canadians will see it that way. Had dinner with Andrew and Alli and the design group for BP. Will have our visit to Cherry Point tomorrow morning then be headed back to Pullman finally.

March 1 – Finally on the road home. Had our design group meeting at 9 AM then went for lunch at 11:30. Hit the road for home just before 1 PM. Just like the trip over there was no snow to be seen anywhere along the route; the temperature was 65°F in Seattle. The drive was easy and got home before 7 PM. That made it 21 days from departure to return.

Comparing this with the Salt Lake City Olympics I will admit the 2002 games were more enjoyable. In big part this is due to the different weather and venue. In SLC there were only speed events at Snowbasin; at Whistler all of the alpine events were at Whistler. Whistler has a maritime climate. Thus you can get periods of warm, wet, foggy weather. We had those to start and end the games. This makes it very hard to get and maintain an Olympic race course. Of course there was the 2001 event at SLC where we moved far more snow than anything we did at Whistler and never did get a race run. The biggest difference was the organization. The VANOC people were definitely anal retentive. There were many instances where we could have been released (for at least short periods) but they just refused to do so. The housing was great but the crews were split up and scattered. The two others in the condo with me were also on course crews, but we were all on different crews. Meanwhile there were three men on the crew I was assigned to. Why not put the three of us together? It's not that big of an organizational problem. But, like Salt Lake City, the best thing about being at the Games is the people you meet. I am still in touch with most of the people I met in Salt Lake City. I see the same thing happening with the group from Whistler as well. An enjoyable time although one I'm not likely to do in 2014 at Sochi.