

# Air Mail

Volume 3 Number 3

Utah Back Country Pilots Inc.

Fall 2004

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## Utah Aeronautical Chart Available

Many of Utah's back country landing strips are now included on the State Aeronautical Chart. If you would like a copy of the latest edition of the chart, you can contact Utah State Aeronautics or UBCP. The charts are free for the asking. Utah State Aero also has a limited supply of non-folded charts for the office or hangar wall.

## UBCP CFI Listing

We have fielded multiple requests for referrals to certificated flight instructors within the UBCP group who are willing and able to offer flight instruction with an emphasis on back country and mountain flying operations. The following are UBCP flight instructors:

Fletcher Anderson	KTEX	(970) 728-1728
Steve Durtschi	KBTF/KSLC	(801) 292-9372
Holly Haag	KDWH	(281) 296-0525
Matt Haag	KDWH	(281) 296-0525
Jess Hall	KPUC	(435) 637-4502
Hal Hilburn	KSGU	(435) 574-2808
Larry Newby	KCNY/KPUC	(435) 637-1108
Deanna Strand	KGJT	(970) 243-4359
Chris Tuckfield	KBTF/KSLC	(801) 576-9926
LaVar Wells	KHVE/KCNY	(435) 542-3248

If you are a flight instructor and would like to be added to the list, please contact Matt Haag (squawk1200@earthlink.net) to be included in the next newsletter.

## UBCP PRESIDENT'S MESSAGE

*Steve Durtschi*

Pilots consider back country or recreational landing strips to be a valuable state resource. Recreational landing strips were once quite common throughout the west; but many have now been closed largely as a result of pressure applied to government land use planners by individuals or groups who feel that airplanes are destructive to the environment. The arguments for permitting airplanes to visit the back country would fill many pages. However, most importantly, if the flying community becomes ambivalent about accessing the back country, the availability of these landing strips will steadily decline.

One need only review the recent history in the western states to validate this argument. Both Colorado and California once had many beautiful remote landing strips, but it is now a sobering fact that the very few that are left are in danger of closing. In contrast, Idaho has managed to preserve a virtual treasure trove of recreational landing strips. What is the difference? The answer is that the flying public in Idaho refused to stand by and allow any of their back country strips to be closed. The Idaho landing strips are under constant pressure of closure, but are fiercely defended by the state's pilots.

The Idaho pilots, acting alone, would probably not have gained the full protection that the state's landing strips now enjoy. The key to preserving Idaho's back country landing strips has been two-fold. First, the state's pilots provided input to get the landing strips existence written into land use management plans. Second, Idaho has a strong and determined State Aeronautics Department to help defend those plans. Without a plan in writing, and a supportive state government, the continued use of the Idaho back country landing strips would be at the whim of individual land managers, and each passing year would predictably bring more closures.

As an example, the current US Forest Service management plan that includes many of Idaho's back country landing strips mandates that no strip will be arbitrarily closed. Further, any closure by the Forest Service must be with the consent of Idaho State Aeronautics and with public input. When the Forest Service Management Plan for the next several years was recently released, it called for the closure of four landing strips in the Big Creek Drainage of the Frank Church River-of-No-Return Wilderness. Neither the public or Idaho State Aeronautics approved of this plan. The Idaho pilots along with the State Aeronautics immediately sprang into action. They pointed out at the highest levels of the Forest Service that the closures violate the spirit and letter of the current forest management plan. It has been a long hard fight, but it now appears that the Forest Service is re-thinking its position on the proposed closure. The struggle is not over but one fact remains: had not the far-sighted Idaho pilots insisted on official protection, they would have been powerless to stop the closures.

What does this have to do with Utah? Our state has an incredible inventory of recreational back country landing strips. Pilots have enjoyed them for many years. However, the fact is that not a single Utah back country landing strip is currently protected by any public land use management plan.

UBCP's position is that pilots will not have this valuable state resource in the years to come unless our back country landing strips garner official recognition and protection. In the absence of official recognition, UBCP has made some progress toward legitimizing a few Utah landing strips. We have been instrumental in gaining so-called "Title V Rights of Way" to three landing strips. This allows the strips to be charted and maintained. UBCP has also stepped in and leased the Happy Canyon strip from the State School Trust Lands, also allowing continued maintenance. Although this helps "legitimize" the landing strips neither of these approaches are adequate long term arrangements, as the lease and rights of way could be canceled at almost any time with little recourse.

The good news is that a few of Utah's valuable back country landing strips may soon come under official protection of the BLM. Due in part to hard-working UBCP member Karl Speilman, the Price Field Office of the BLM is recommending that four landing strips be open unrestricted to the public. The BLM sought input from the UBCP and Karl. He provided documentation for the landing strips currently in use. Official protection of 4 of these strips is included in the new RMP (Draft Range Management Plan) recently released for public review. This plan has been in the works for over two and one half years and will guide land use activities on more than 2.5 million acres of public land administered by the BLM in Carbon and Emery Counties. If approved, the plan will remain in effect for the next 15 to 20 years.

Under Paragraph 2.10.1 (Transportation and Motorized Access), the draft plan says: "(the public may) continue to use the following existing and currently used back country strips for noncommercial and limited commercial use. Extended commercial use will require a ROW purpose. Any closure of an existing airstrip would be done through consultation with the FAA and the Utah Division of Aeronautics on a case by case basis." The landing strips are:

- Peter's Point
- Mexican Mountain
- Cedar Mountain
- Hidden Splendor



*Peter's Point Landing Strip looking southwest*

**Peter's Point** lies high in the Book Cliffs near the rim of Desolation Canyon on the Green River. There is currently oil and gas exploration in this area and the strip serves this industry. Peter's Point offers mountain biking along the many roads and trails in this area. Use caution to avoid a radio tower just to the left of the threshold when landing to the northeast on runway 3 (approximate location indicated by the arrow overlaid on the picture).



*Mexican Mountain Landing Strip.*

**Mexican Mountain** is at the east side of the San Rafael Swell along the San Rafael river. This historic area offers unprecedented hiking opportunities. The Upper and Lower "Black Boxes" of the San Rafael River, Swazey's Leap, Horse Thief Pass, and Spring Canyon are all accessible as day hikes from the landing strip. Mexican Mountain lies within a Wilderness Study Area. Other than airplanes, no motorized vehicles are allowed.



*Swazey's Leap at the entrance to the "Lower Black Box". A nice hike from Mexican Mountain. Did the kid jump his horse across? The family legend persists to this day.*



*Cedar Mountain Landing Strip looking south. The strip terminates at a near-vertical escarpment at the north end.*

**Cedar Mountain** lies on a tall escarpment overlooking the San Rafael Swell. The view from the landing strip is truly stunning. The airstrip serves an “antenna farm” about ¼ mile west.



*The runway surface at Hidden Splendor is hard compacted gravel. Visiting pilots should be wary for vehicles on the runway as this is a popular off-road area.*

**Hidden Splendor** is virtually “hidden” deep in the southern extreme of the San Rafael Swell. The landing strip served the famous Delta Uranium Mine of the 50s and now offers hikers access to the beautiful Muddy River Canyon area.

In my opinion, this RMP is the best news for Utah’s back country in many years. The plan not only recognizes the landing strips, but also allows for the Utah Division of Aeronautics to assist in the management process and, most importantly, requires Utah State Aero to provide input on any future decisions concerning the strips.



*View from the south end of Hidden Splendor. The Muddy River below cuts a deep canyon forming a natural approach corridor when landing north.*

Utah’s rich and varied recreational back country landing strips are a valuable resource. Good maintenance practices together with official support from range management plans like this will insure that pilots, their friends, and families can visit these runways for many years to come.

*Postscript: In addition to the Price RMP, Karl has also provided input and documentation for landing strips in the Richfield and Moab BLM Districts. RMPs for these areas are in progress and we are looking forward to the landing strips in these districts being included in the plans.*



*Evening at Mexican Mountain: Chuck and Penny Jarecki from Polson, MT time their visit every fall to coincide with the rise of the Harvest Moon over the San Rafael Reef and Horse Thief Pass just east of the landing strip.*

## Urgent Action Request

We will need to generate some letters, to the BLM, from our members and supporters before the deadline November 29, 2004 in response Price Field Office's Regional Management Plan or RMP ([www.pricermp.com](http://www.pricermp.com)).

A lot of federal land across the western United States is controlled by various field offices of the BLM. Periodically they review their management philosophies for the land under their jurisdiction, and currently they are doing so at Price, UT. **Make no mistake, there will be others that will write letters strongly opposing the visitation of public lands by airplane.** This is not a voting contest per se, but we do need to show that we are legitimate users of public land. The BLM is looking for substantive comments regarding the use patterns of their backcountry runways, and they need to hear why and when you visit, and what you enjoy about airplane access. We need to show that we are a low impact, responsible user group that just happens to choose to visit public land using "airstrip trailheads". There are some points below to which you can add to your own feelings.

This RMP area contains quite a few backcountry airstrips and some of our favorites, at that. Here is a list of the ones that are on Federal land managed by the BLM;

### **Cedar Mountain**

Cliffdweller Flat

### **Hidden Splendor**

Gruvers Mesa

Horseshoe Canyon

### **Mexican Mountain**

### **Peter's Point**

Sagebrush Bench

Stone Cabin Gas Field

Sweetwater Reef

Temple Wash

A support letter is not as hard to write as it seems. It should take just a few minutes, and can include one or more of the following aspects.

- You appreciate that the BLM staff has included 'continued use' of the top four airstrips (in bold above), in the Support/Transportation portion of the new RMP and that you support their own preferred Alternative D.
- Name airstrips, in addition to the first four, that you have enjoyed visiting and how long you have been visiting them.
- Point out that there are airstrips in use on lands within the RMP, other than the above bold list, and respectfully request that either they be mentioned in the Plan or that some sort of official language be included in the RMP to safeguard the future casual visitation of appropriate parts (airstrips) of the RMP area. Not all airstrips have recreational value. In this case, try to be specific about which ones are your favorites and why.
- Explain how, as a pilot, you and your family enjoy landing at these airstrips and hiking, camping, or exploring. Explain how you consider yourself to be as any other hiker or camper, except that you access public lands with a low impact method; from the air.

There, that wasn't so hard! By taking a little time to give your input to public lands planning, you can help to secure the freedom of use of the Utah backcountry airstrips for ourselves and any future backcountry pilots. Please send your letter before the **November 29th deadline** to:

**Price Field Office RMP Comments,**

**Attention: Floyd Johnson**

**125 South 600 West**

**Price, UT 84501**

Comments can also be made **electronically** at:

[comments@pricermp.com](mailto:comments@pricermp.com)

## Range Creek Update

### **Karl Spielman**

As most members know, the historic Wilcox Ranch at Range Creek has changed hands from Waldo Wilcox's family to the State of Utah. This was a complicated transaction which included the Bureau of Land Management, the Trust for Public Lands, and finally, or at least up to this time, Utah's Division of Wildlife Resources. In early 2002, UBCP was made aware that the airstrip at the Wilcox ranch might be available, at some point in the future, for a destination fly-in and camping opportunity. There were various plans which shared some things in common. Those commonalities were:

- The property was purchased with public money
- The public was to be allowed access
- The ranch buildings were to be protected for their historic nature
- Hunters and sportsman would be able to hunt on the previously private property
- A plan was to be developed for limited facilities at the ranch for camping and visitation, probably including a caretaker or concessionaire.

UBCP board members surveyed the strip and likely parking and camping areas and wrote a proposal in 2003. Just as committees were being formed, the enormity of the archeological treasures that the Range Creek drainage contained came to light. These treasures had been protected by the ranch's remoteness and private status and have preserved a relatively undisturbed picture of early American inhabitants.

All involved government agencies decided that some time was needed to inventory and stabilize the many sites before the public was allowed unfettered access to the property. UBCP agrees with this assertion.

In August of 2004, Karl Spielman and Rob Hunter attended a meeting in Price, Utah which was convened to create an interim management plan for the Range Creek Wildlife Management Area taking into account its archeological importance. Karl and Rob gave a presentation to the assembly which promoted the eventual public use of the airstrip. As a result of their efforts, the airstrip made the cut into the Interim Plan and will probably be used for fire-fighting, medivac of the injured, re-supply of researchers, and other enforcement activities, until such time as the public at large will be allowed to visit the ranch. At that time the UBCP will work to secure public use of the airstrip and streamside camping as was originally intended. At this time the airstrip is only open for administrative use and is not open to the public. Although we don't anticipate any near term changes, UBCP will continue to participate in the Range Creek Ranch planning process and will continue to push for the airstrip to be opened to the public.

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## UBCP Board Approves Grant to Assist Work on Utah Landing Strip Guide

### **Steve Durtschi**

Those who have visited the Utah back country recently may have noticed the orange survey paint on the centerline of many of the runways. (The paint is temporary and will disintegrate rapidly). Author / pilot and researcher Galen Hansleman has been at work for some time on a guide to Utah landing strips. You may know Galen from his *Fly Idaho!* Guidebook. Galen has also authored guidebooks books on Montana and Baja, Mexico.

Galen's guidebooks are recognized throughout the flying community as the definitive work in their respective areas. The Idaho book especially has become *the* bible of the Idaho back country and has undoubtedly contributed much to improve safety as the book

contains a wealth of information on local conditions as well as anecdotes of the history of each landing strip.

Several UBCP pilots have donated time and flying hours helping Galen in researching the Utah Back country. The reason for this is that the first and most important mission statement of the UBCP is to promote safety. We do this through sharing experience and data. We feel that a Utah back country guide of the caliber of Galen's previous books will provide a great service to pilots visiting Utah and will be a significant safety enhancement. In order to assist in this project, the UBCP Board approved a grant in the amount of \$2,000 to Galen to be used as he sees fit in researching and publishing this book. We are eagerly looking forward to *Fly Utah!* (if Galen decides that is the title). At last count, Galen told us he had accumulated runway and historical data on some 50 Utah airports and remote landing strips.

Galen has indicated that UBCP members will receive a discount on the book when it is available.

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## **“Day Late and Dollar Short”**

*Chris Tuckfield*

### *The “On the Fly” Fisherman*

Seldom can you return to any place in the lower 48 states after 25 years (I'm showing my age here), and after all that time, find it is still exactly the same as when you left. Some of the back country airstrips of Utah and Idaho fit that category, but ever increasing population and environmental pressures (BLM, SUWA), are changing the landscape, the way it's used, and the access to the land as well. The Ruby Valley of eastern Nevada and the Ruby Lake National Wildlife Refuge are timeless places. The only change has been in access to the refuge for aviators.

The Ruby Lake National Wildlife Refuge is located on the 137 deg. radial 35 nm southeast of the Bullion VOR (Elko, Nevada). The airstrip is located at the south end of the Wildlife Refuge about ¾ of a mile off the main road thru the refuge. The flight to the airstrip is relatively easy from Salt Lake. At 8000', you easily can top the high terrain west of Wendover by following highway 93 ALT southwest thru White Horse Pass, elevation 6038'. After the pass, fly a heading of 260 for 65 nm to the Ruby Valley and the refuge. Exercise caution when flying this route. This route takes you thru the Gandy MOA, and restricted area R-6405. Contact Clovis Control on 134.1 for the status of these areas.

Now the bad news for aviators:

The airstrip is no longer open to the public. The strip used to be private property and it was open for use to almost everyone with just a little advance notice. Mr. Andy Anderson, the previous owner of the ranch, passed away a few years ago and left the ranch to his daughter. She had financial trouble and ended up selling 2,000 acres just south of the refuge (including the airstrip) to a real estate developer in Las Vegas. He liked the airstrip for the access that it allowed him to the refuge, but liked the idea of making money in Las Vegas even more. He worked out a land swap with the BLM for 2,000 acres in the Vegas Valley. The 2,000 acres in Ruby (including the airstrip) were given to the refuge.

When asked about the airstrip, refuge management officials were cordial but said the airstrip is now for emergency and government use only. They were not aware of any public comment about the airstrip during the swap process. It seems I'm a few days late and a few dollars too short to have had an effect on the outcome. The process was final on March 1, 2004. The airstrip itself appears from a distance to be in good shape, but the access to and from it is now barred with a large locked gate and high fence. A more pressing emergency might arise when trying to get help if you ended up there with a problem. The nearest airport with fuel is Elko Regional

(EKO). It is 65 land sm south to the refuge over Harrison Pass (7248') from EKO. Rental cars are available. Visitors must travel 23 to 35 miles of gravel road from any direction. Harrison Pass is rough, steep, winding and not passable in winter. Check with the Refuge Headquarters for conditions especially from November thru May.

Ruby Lake National Wildlife Refuge supports the largest population of nesting canvasback ducks west of the Mississippi River and outside of Alaska. At 6,000' elevation, its 17,000 plus acre marsh is a remnant of a larger body of water known as Ancient Lake Franklin. During the Pleistocene Epoch, it covered 470 square miles and was more than 200 feet deep. Over 200 springs emanating from the Ruby Mountains provide water to the 39,926-acre refuge. The marsh is surrounded by 22,926 acres of meadows, grasslands, alkali playa, and shrub-steppe uplands. Ruby Valley is rich in history. Evidence of prehistoric people can be found all along the west side of the refuge. The abundant water and game made the area very attractive to ancient people.

In 1859, Captain J.H. Simpson of the US Army, explored the valley as an alternative route to the west coast. He noted that the valley was home to large numbers of Shoshone Indians. Historic markers now identify the Hastings Cutoff Trail that passes through the refuge and continues west by way of Overland Pass; the same route followed by the ill-fated Donner Party.

Ruby Valley was an important stop on the Pony Express route. The same stop also served as a station for the Overland Stage/Mail route. From 1862 to 1869, the Fort Ruby Military post was constructed to protect the Overland route from Paiute Indian raiders. This military post was considered the “Worst Posting in the West” because of the location and isolation from “civilization”. It was abandoned in 1869 due to completion of the transcontinental railroad.

In 1938 President Franklin D. Roosevelt established the Ruby Lake Wildlife Refuge for migratory birds using both the Pacific and Central flyways corridors, and for birds migrating west along the Humboldt River to the Owens Valley, east to Utah's Great Salt Lake, northwest to the Klamath Basin, and south to the Colorado River Basin.

The refuge is an easy three and 1/2 hour drive from Salt Lake. Take I-80 west to Wells, Nevada, then highway 93 south out of Wells for 29 miles, turn right and go west on highway 229 thru the Ruby Valley to County Road 767 (just like my airplane). Turn left and go south to the refuge. Total distance from Wells is about 57 miles.

The refuge is open year-round. Contact the refuge headquarters for current information (775-779-2237). There are numerous hiking/biking trails throughout the marsh with great views of wildlife. An auto tour route follows interior levees through the marsh, and provides easy access to great fishing areas. Trout and largemouth bass are abundant. I have had some of my best days fishing in this marsh.

On a personal note, this was a fabulous place to visit. The stillness was deafening. No sounds other than wildlife; birds, frogs, crickets, coyotes, wind and water. A very occasional jet motor high overhead was heard. For me, that's a real escape.

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## **UBCP Members Go Hollywood**

See several of our members star in "Utah's Red Rock Country - Volume 1", a recently released DVD about flying into Mineral Canyon and Hidden Splendor airstrips. Watch Steve Durtschi, Karl Spielman, Lavar Wells and Rob Hunter guide Jim Clark as he learns how to approach and depart and land safely at these stellar canyon airstrips. The show captures the fun, excitement, and beauty of flying Utah's back country.

Hear excellent advice on back country flying in general, along with specific tips on how to land at these spectacular airstrips. The show does a great job of balancing high adrenaline flying with safe and sane piloting. It portrays back country flying in a very favorable light and gives a supportive pitch for the UBCP. Many viewers have said this is one of the best GA videos they have ever seen. The show is professionally produced and received a five star rating from the Utah Back Country Pilots BCC (Board of Cinematic Critics). It's flying at its best!

You can view a "trailer" of the show and purchase a copy at: <http://www.outthereflying.com/html/store.html>.

## NUPLUBs Love Utah...

Very few people know that the UBCP has a sister organization called the "Non-Utah Pilots who Love the Utah Backcountry" (NUPLUBs, of course). These intrepid folks come from states like Nebraska, California and nearby Colorado. Even though UBCP has some great tools for disseminating event updates, NUPLUBs are usually last to realize that a fly-in has been cancelled since none of us get email in the cockpit (yet).

For example, take the recent cancellation of the long-awaited Mineral Canyon October Fly-In. Nasty weather the week leading up to the event led most to think the strip would be unusable. But the out-of-state folks just kept watching the Moab report on the WeatherChannel.com, and hoping that the rain forecast never hit the ground. So, when a fly-over by a local pilot on the Friday before the fly-in was impossible due to the inclement weather, us out-of-staters just hoped for beaming sunshine the next day, and we swore to each other we'd make a go of it if the weather was decent.

Alas, Saturday dawned clear and bright, and a quick last-check of the UBCP website still looked like it was "up in the air". But we didn't care--we would at least go have a look and go find something to do if Mineral Canyon looked bad. There were three aircraft from Grand Junction (GJT) that left as a group around 8:00am. Steve and Linda Harless flew their Maule; John and Peggy Colwell flew their 1978 Super Cub (they are newcomers to GJT from Nebraska where they both piloted the Super Cub to check cattle on their ranch); and Colleen Back with friend Dave Griffin and Ally the Wondermutt in the '59 Cessna 182.

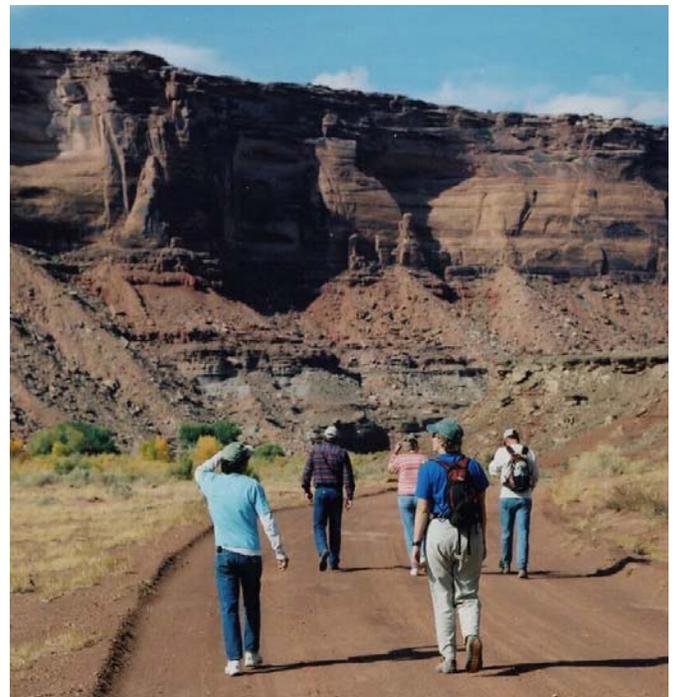


*NUPLUB aircraft at Mineral Canyon*

Meanwhile, in the southern part of Colorado, Wayne Jeffries took off from Durango in his pretty Super Cub, and headed off toward the canyons, unsure if he'd find anyone over there. At about the same time, Paul Spencer awoke from sleeping under the wing of his Cessna 120 somewhere in Nevada. He had landed at an abandoned town the night before, and was tempted to sleep at the abandoned hotel, but thought better of it and opted for the ol' "Wing Hotel". He had flown from Santa Rosa, California enroute to the fly in. Paul got up and got going, heading northeast to Mineral Canyon.

By 9:00, Colleen buzzed the strip to check conditions. It looked landable, but with some darker spots than usual. Colleen reported to the others that it would be just fine later in the day, but that she wasn't overly eager to be the first to land there. About 20 minutes later, John and Peggy decided to land, and found it just fine while Colleen and Dave checked out the Horseshoe Canyon strip. Steve and Linda also gave it a go, and kicked up some mud on the south end, but not much else. But, since no one was around, the group decided they'd fly to Canyonlands and see if we could get updated info on the fly in, or if we could post a PIREP stating the conditions were fair to good. A check of the UBCP website surprised us--the fly in was cancelled! "Well, we'll do our own fly in," we decided. But our stomachs needed sustenance...a quick call to Tracy and Gary at Needles Outpost confirmed they'd hold breakfast 'til 11--but it was already 10:15. Off we went!

After a fine late breakfast, we decided we'd go back to Mineral Canyon since returning to GJT would be impossible at the moment. The Vice Presidential TFR at Grand Junction would still be in effect if we headed back right then. Flying up the Green River, we heard Wayne in the Super Cub going into Mineral Canyon. Paul in the C-120 had been there about 15 minutes. By the time we all landed, we had 5 planes from 3 states outside Utah, and we had all landed within 30 minutes of each other.



*NUPLUBs off to explore the uranium mine...*

Well, even though there were no other aircraft (and no steaks) around, at least we had plenty of salads and beans to share! Instead of eating, we decided we would explore the uranium mine. We noticed the windsock looked naked (no wonder none of us could spot it from the air!). It appeared that someone had torn it down.

Inside the mine, we found what appeared to be someone's campfire along with remnants of what looked like a windsock. Hmmm.

After some good conversation and wandering around, by 3pm we decided it was time to head back. Paul began fueling up his 120, while Peggy and John (Peggy as PIC this time) departed in the Super Cub for a quick fuel stop in Canyonlands enroute to GJT. The rest of us left in order, and we all agreed the NUPLUBs are a pretty cool bunch!

*THANK YOU* to the UBCP for all you do to promote airstrip preservation and fun, safe flying in Utah. Us out-of-staters appreciate your local knowledge and helpfulness--not to mention the friends we've made along the way. Here's to a successful series of fly-ins next year!

*The NUPLUBs*

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## Fall 2004 Mineral Canyon Fly-In

*Steve Durtschi*

November 6: After one cancellation and two weeks of very poor weather, the first weekend in November opened with near perfect weather and over 25 airplanes gathered at Mineral Canyon on Saturday.

We arrived early on Friday and were greeted by sunny warm temperatures and light winds. The landing strip was found to be in great condition. UBCP Board Member Dale Gardner soon followed and we set up a camp for the weekend. Dale set to work replacing the sign at the road junction at the south end of the field and Cathy and I replaced the windsock at the north end. Temperatures at night hovered around 20 degrees, but we were too busy basking in the solitude of the canyon country to care. We were also rewarded with an incredible night sky and a view of the Milky Way arching from horizon to horizon.



*Left to right: Annie, Steve's shadow, Dale, and Cathy*

Saturday morning dawned clear and cold, but the sun soon started warming the river bottom. By 9:00 the temperature was warming rapidly under brilliant sunshine. Soon, airplanes started trickling in. By 11:00 there were two or three in the pattern at any one time. Ultimately 28 airplanes landed from Colorado, Utah, Nebraska, Idaho, and New Mexico. For many, it was their first trip to the canyon country and their enthusiasm born from the unique experience of flying in this magnificent country was contagious.



*Mmmm... Did someone say there would be STEAK?*

Karl Spielman had prepared a fire pan and grill made from a steel drum and drove in with it. Volunteers buried ashes from several scattered campfires so we could encourage everyone to use the single fire pan. Fifty steaks were thawed on a convenient horizontal stabilizer and the pilots, their friends, and families enjoyed a nice lunch.



*Dale Gardner and co-pilot, Annie, depart Mineral Canyon*

The day passed way too fast and it seemed like only a moment later were reluctantly leaving for home. Old friendships were reinforced and many new ones made. We are all looking forward to meeting again next year at Smiley Creek in July, and Mineral Canyon in the fall.



UTAH BACK COUNTRY PILOTS INC.  
Skypark Airport  
1887 South Redwood Road #16  
Woods Cross, UT 84087



Air Mail to Master Pilot:

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### UBCP Web Site

The internet address for the UBCP's web site is

[www.UtahBackCountryPilots.org](http://www.UtahBackCountryPilots.org).

Web Hosting donated by:



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### Has Your Label Changed Color?

The annual membership dues of the Utah Back Country Pilots Association are \$30.00. If your membership is about to expire, your mailing label will not be white. This is your reminder to renew. Just send your check to our address and you'll retain your membership for another year.

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### UBCP Shirts & Hats

T-shirts are royal blue 100% cotton with a 3 inch embroidered UBCP logo, available in all sizes. The hats are royal blue, fitted baseball hats with 2 inch embroidered UBCP logos. The UBCP requests a \$15.00 donation for each shirt or hat. Please mail your order and donation to:

Utah Back Country Pilots, Inc.  
1887 South Redwood Road, #16  
Woods Cross, UT 84087.

Please include quantities, sizes and return address, and \$3.00 shipping and handling per order to insure prompt delivery.

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### Donation for the Preservation of Back Country Airstrips

Please accept my donation to the Utah Back Country Pilots' for Recreational Airstrip preservation, in the amount of \$\_\_\_\_\_. I understand this donation to the Utah Back Country Pilots, a not for profit organization, is to be used for the preservation of back country airstrips and may be fully tax deductible.

Name: \_\_\_\_\_ Phone Number \_\_\_\_\_

Address: \_\_\_\_\_

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