

Air Mail

Volume 1 Number 2

Utah Back Country Pilots

September 2001

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Web Address: www.UtahBackCountryPilots.org

FLIGHT PLAN (Upcoming Events)

Regular monthly meetings of the Utah Back Country Pilots Association are held on the last Wednesday of each month at Sky Park Airport. They begin at 7:00 pm. The meetings are an informal coordination and informational meeting for all members. Come talk about what's new in the back country. Besides, there is free soda and sometimes pizza!

FIRST ANNUAL UBCP FLY-IN

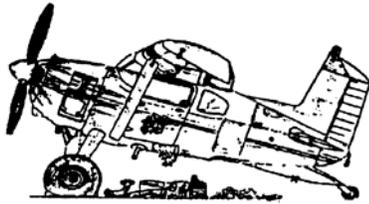
Our first annual UBCP fly-in is scheduled for October 12-14. The location for this event is the **Mineral Canyon** airstrip. Field elevation is 3940' and the strip measures 2100X30. The windsock is on the northeast side of the strip. Approach from either direction. (North preferred.) Most aircraft can operate from this strip, but as usual, land at your own risk. **GPS coordinates are 38d31.871N, 109d59.701W. More information can be found on page 7.**

Directions

-Steve Durtschi

The Utah Back Country Pilots

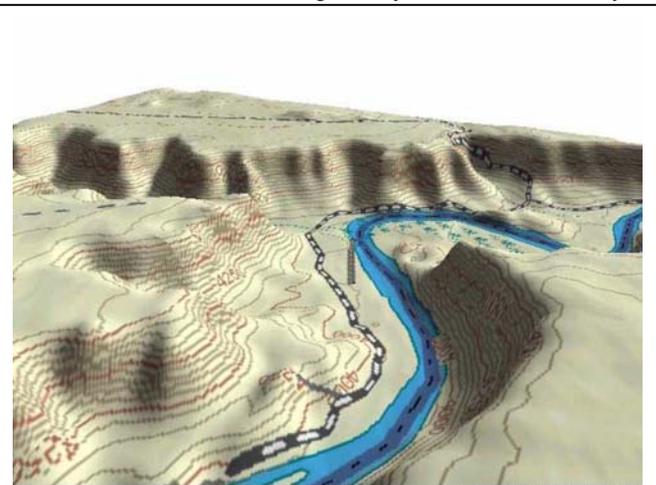
have been busy this summer. Thanks to the hard work of a few, the BLM recently granted a "Right of Way" to the landing strip at Hidden Splendor. This right of way is significant for several reasons. First, it legitimizes the landing strip by having it recognized as such by the federal agency who controls the land. Second, it allows the strip to be maintained and safety enhancements established. This includes a parking area and wind sock. With this in place, the



landing strip also meets the criteria for inclusion on the Denver Sectional Chart.

Most have heard about the recent vandalism at Mexican Mountain. With the BLM's assistance, by the time you read this, there should be a sign in place at both the trail head into Mexican Mountain (about three miles west), and at the landing strip itself. This sign was designed with UBCP input and tells a little about the history of the area, and advises the reader that the landing strip is actively used. The UBCP is listed as a contact point for information about flying opportunities in Utah. Our logo appears alongside the BLM's at both locations. We are very proud of the relationship we have with the BLM concerning this and other landing strips in the state and see it as a model for the way the public can assume responsibility for maintaining the recreational value of certain public lands. Unfortunately, not everyone believes that airplanes should have the right to visit Mexican Mountain. These two signs will serve as an experiment to see if we can inform the public in a non-threatening way that harming the strip is a serious offence. A right of way does not exist for the landing strip at Mexican Mountain. The strip is inside a WSA (Wilderness Study Area). Man made features constructed prior to the WSA are allowed to continue in use until the final disposition of the WSA's are determined. The BLM does allow limited maintenance with hand tools only to preserve the basic safety standard of the strip. This can be accomplished by anyone visiting the strip.

The UBCP Fall Fly-in is scheduled for the 12th and 13th of October. The details of the fly-in are included in this newsletter. I want to encourage everyone to attend the fly-in,



Mineral Canyon 3D View from DeLorme *Topo USA 3.0*

but please allow me to make a few observations in the interest of safety. Mineral Canyon is a narrow landing strip in a deep canyon. Airplanes will have to be parked fairly close to the strip which will make the view on the approach that much more intimidating. It is not our policy to determine who or what kind of airplane can land at Mineral Canyon. That's the pilot's job. I would suggest that if you have not been to Mineral Canyon or you are the least bit concerned about your ability to safely use this strip, that you consider either driving in or arrange to be picked up at Canyonlands Airport and taken to the canyon. The day of the fly-in is not the time for learning the nuances of this landing strip. Let's keep safety uppermost in making this a successful first fly-in. Rob Hunter has an excellent video showing the approach to and departure from Mineral Canyon and several views from the ground. If you would like to see this video, contact Rob through the UBCP Mail Page and he will be glad to make it available to you.

The Back Country Airstrip Foundation. Some far-sighted pilots have determined that a national organization representing back country aviation issues should be organized. The Back Country Airstrip Foundation has had three meetings in Boise and McCall and has representatives from nearly all of the western states. I feel like this is the start of a potentially powerful organization. The BAF does not anticipate a membership as such, instead relying on people to support their individual states pilot organizations. They see their role as a venue for representatives from pilot groups to meet and discuss common issues and share information. They are discussing serious fund raising programs which may lead to actually acquiring remote landing strips in order to preserve them. You will note that this is the same path many nature conservation, big game, and waterfowl groups have taken. BAF is looking for representatives from California, Wyoming, Arizona, and Nevada. This requires a commitment to attend a meeting (usually in the Boise area) at least every other month. If you are interested, I'll put you in touch with the Back Country Airstrip Foundation.

Alaska. Over the years I have enjoyed many enjoyable back country trips around the West with a close friend. He was also an Alaska pilot for many years. It seems that everywhere we



went, it was the same story: "This is nice, but it's not Alaska.", he'd say. This was followed with wild descriptions - names and places you can't pronounce and did not know where they were. Frankly, it got so I felt like if I never went to Alaska it might be just fine.

Then one day this past July for some reason I went to Alaska. Just before I left, I asked another pilot friend what to expect. I expected all kinds of technical advice and more names and places I've never heard of. He simply said, "You won't be the same when you get back." That was it. Huh? Now that's odd, I thought.

We flew up and down mountain passes and across incredible stretches of wilderness with names I still can't pronounce. I saw huge rivers gush right out of the mountain and then disappear before the water reaches the valley floor. We flew over a few of the glaciers. The glaciers don't look anything like the pictures you've seen. I don't know why. They just don't. The ice is blue. The glaciers scared me a little bit.



We saw brown bears catch and eat salmon like teenagers at Chuck-O-Rama. In one stream, hundreds of salmon were dead or dying, gasping for breath in water so shallow that half of their bodies were exposed. I had not thought much about this master navigator's incredible life cycle before. Now here they were and I felt insignificant compared to them and the journey they had accomplished.

I thought I'd been to a few proverbial "middle of nowhere" places before, but nothing like this. In the first few days, I spent too much time worrying if the engine would start after shutting down on a gravel bar landing strip. I imagined the phone call home. "Where should we start looking?" "Oh, Alaska - maybe the southern part." It took me a while to get used to and finally enjoy the vastness of it all.

We saw black bears and moose, goats and sheep, from the air. The bears reminded me of a hog the way they weaved back and forth, head to the ground, purposefully moseying along, oblivious to our passing.

The tundra. Now that *really* freaked me out. The tundra is like nothing you've ever experienced before. It's like a thick

mat of some kind of living breathing thing. I tried to separate the individual teeny tiny plant types in one small area and gave up after a while. That stuff is hard to walk through. You squish down about 12 inches with every step. And there is NO dirt. No "bottom". Now, sagebrush and dirt are straight forward and you can deal with it. The tundra is a carpet; I felt like a flea on the back of a giant dog. What's under there? In places it goes for as far as you can see. It seems odd now, but I think the tundra was the most amazing thing I experienced.

I've been back now for almost a month and every morning when I wake up, the first thought that enters my head is: was the Alaska trip a dream? Something unexplained happened somewhere along the way that changed me forever. Now I'm back and I'm not the same. If you've been, you know what I mean. If not, you have an incredible surprise waiting. PS – don't take a lantern. I never took mine out of the box.

Document That Landing!

The Back Country Airstrip Foundation is documenting emergency uses of back country airstrips throughout the West. Emergency uses could include landings due to mechanical problems with an airplane, weather related, or for medical reasons, including evacuations of persons on the ground. We are also interested in reports of vandalism and sabotage to back country airstrips. Search and Rescue uses are also requested.

It is the belief of the Foundation members that back country airstrips in the West offer not only recreational opportunities for pilots, but also legitimate landing areas in a time of need. As public land managers make policies concerning back country airstrips, it is important for us to be able to show evidence of these other critical uses. So, please let us know if you have an instance to report.

Dan Lilja
Backcountry Airstrip Foundation
pln3083@blackfoot.net

If you don't have email, contact one of the UBCP officers.

Brush Pilot Report

-Hal Hilburn

Times are too tough to forecast or explain, so let's talk about past times. How about a little hangar flying story? Being one that has just received a CFI ticket, it is a great incentive to go out and teach the world to fly. Having found some captive students, one (the instructor) tries his best to instill all aspects of flight. Somehow it often looks like offering a drink to a student, but doing it with a fire hose. If you have a sharp student, he will stand back at a safe distance, and capture some of the splash. The student without these extraordinary skills will be wet and lack a drink to quench his thirst.

Being forewarned to be very precise in explanation of any required operation of flight controls has become itself a

learning experience. Lesson one: do not at any time in the landing sequence, allow your arms to be anywhere except on your lap. As most know the interior of a Cessna 150 is not exactly comfy. During MOST maneuvers, it works well to adjust the seats so they are not parallel to each other. Also, it is advantageous to have the instructor put his left arm behind the left seat to gain another inch or two of clearance. This shows the new fledgling that to operate the controls it only takes the finger tips. If control pressures require more than a few finger tips can muster, more trim is required. Enough said about the flight maneuvers portion of training. The real excitement comes during the landing phase of flight anyway.

Back to lesson one, hand and lap placement. During the last couple of landings the student struggles to land, but with just a little gentle control pressure from the instructor, the landings are acceptable. This is a trap..... the very next landing, same approach format, the student throws in a little surprise for the instructor. Across the numbers at 100 feet, airspeed about 60, at exactly 50 feet above the runway a flair is initiated. In a nose high position the air speed suddenly drops to 50... Whoa... What we need is an enormous amount of power NOW. And just where is the left arm of the instructor? Yep, behind the left seat of the student! In one blinding swipe to remedy the need for power, the head set of the student flies into the glare shield. With a very surprised look on the student's face, he realizes he has been clobbered from behind. All this action and an acceptable landing to boot. Comment to the student.... "Don't you ever let the airspeed get below 60 till you feel the ground below". As he puts his head set back on the remaining part of his head the student re-checks the intercom while the instructor reaffirms the need to keep the airspeed up on approach and landing. Bad experience for both the instructor and student. The student then figures during the next lesson's stalls he will be battered about as the air speed will fall well below 60. With a little reassurance that there were two errors made on that last landing, one from each person aboard, the instructor apologizes. For the next landing the air speed stays at or above 60 until the mains kiss the ground in unison. What a day, and a great lesson for all.

Lesson two, yep one was not enough. Be careful of what you ask for, as you just might get it. Good advise, but like most lessons in life it needs to be practiced to remain ingrained in one's mind. If a student has his hands carefully placed on the throttle and the control yoke at the same time, do not calmly say "pull back", as you will never know what they will pull back, the throttle, or the yoke, or better yet , both. Nothing like having the student do just what you asked him to do.

Lesson three, sit back and see what happens. (This part is just for the amusement for the instructor.) The student is struggling to remember just how to position the flap lever. It has three positions: neutral in the middle, up in the up position, and you guessed it, down for the down position. Leave it in the up position, the flaps come up and the motor stops, perfect. Then just when you need to put the flaps down, you reach over and put the lever in the down position for about three seconds for 10 degrees flaps down, then return it

to neutral. If you leave the switch in the down position it will continue to deploy the full flaps, the nose will pitch up, and we all know what happens when a student lets the air speed drop below 60. Similarly, if the flaps are put in the up position and not returned to the neutral position the flaps will come all the way up. The good part is that the airspeed remains above 60. The down side is that the aircraft hits the ground during a go around. One student put 10 degrees flaps down mid field, Carb heat on, and RPMs to 2000 RPM. Good stable approach on base leg, another 20 degrees flaps, and another reduction in power. This is going to be great. The student makes incredibly good, clear radio calls of his position. Very impressive. Established at 70 on final, the student puts the flaps in the up position. Bad! Talk about an abrupt change in pitch and airspeed. But the student redeems himself, correcting the situation by putting full flaps down. Good, quick recovery. He moves his hand quickly over to the RED throttle knob and announces that he is a little high and needs to pull the power back to make the field. OK, seems like a good idea. Across the numbers at 65, sets up for a flair at 60, and with just a little help from the instructor, he makes a very good landing. Then the instructor says, "Just let it roll all the way to and around the turn off." Just around the turn off the student applies a little of the black throttle to position the aircraft past the hold short line. The propeller blade slows to a dead stop, still in the up position. What a sight.

Student: "What happened, did we lose the engine?" Instructor "Nope it was killed." This comment leaves the student in dismay. Instructor "Check the control panel for clues". Ah... the carb heat is still out! And the throttle is half way in and what is the mixture knob doing all the way out? Who done it? Not the instructor. It must have been the other guy. The student asks the classic question "did you see me do that on final?" YEP! Why didn't you say something? The instructor proudly announces "I kind of wanted to see just what would happen." If the student had put his hand from the RED throttle and moved it to the BLACK throttle, the instructor would surely have asked for a go around, and chanced a spam can scattered along the runway, but as luck would have it, the student held onto the RED throttle all the way to the ground. No fun in seeing the student just pushing in the Red throttle and going around just like nothing was wrong. The amazed look from the student puts a huge smile on the instructor's face, as it was fun just seeing what would happen if a student decides to put his hand on the RED throttle by mistake.

Lesson learned. Not all bad. If a pilot has the misfortune in reducing power and six feet of shiny cable comes along, all is not lost. Use the RED throttle to reduce power as needed, and if a go around is necessary. Push the RED knob in and the aircraft will roar back to life. But if you attempt to control the RPMs with the magneto switch, and you decide to go around at the last moment, a huge fire ball and loud explosion will scare the hell out of you. It will also probably cause the exhaust system to exit at the same time, so be prepared.

Lesson four is in progress. I can't wait for what happens next.

Flyer's Recreation Guide – NW

Reed White sent us a copy of his recently up-dated *Flyer's Recreation Guide*. Reed is an enthusiastic supporter of the "backcountry" and his guidebook has been around for many years now. This newest version highlights locations throughout the West. The book is printed on high quality paper in a pocket format, perfect for stashing in your seat pocket or back pack. It contains 416 pages and 350 + maps and photos. It provides detailed information on 56 landing strips in Idaho, Montana, Oregon, Washington, and Wyoming.

Reed's book is packed full of useful information, not only on the landing strips, but hiking, lodging, fishing, etc. This book is a valuable addition to your kit. Order: *Flyer's Recreation Guide – NW* from Alta Research, 131 NW 4th Street, #290, Corvallis OR 97330-4702 Phone 541-929-5738. The price is \$17.95. His URL is: <http://www.alta-research.com>

Greetings Utah Back Country Pilots!

Pilot Getaways magazine would like to offer you a special discounted subscription rate as part of their support of your organization. We will be printing articles to promote Utah's back country airstrips and the UBCP.

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Incident at Happy Canyon -Brent Watson

Make no mistake. Flying in the back country requires exact knowledge of the intended air strip, its surroundings, and the weather. We put our airplanes in places where other pilots would not even dream of venturing. At the same time, we must not unduly increase the risk, and above all we must know our limits and how they relate to our intended landing.



You have seen the pictures. Without exception the comment is "I am sure nobody survived that one!" Indeed, the pilot and passenger are *very* lucky to be still walking this earth. Let's look at this accident closely and learn from what happened. First presented is the NTSB accident report and conclusion. Next is an eyewitness account of the accident from the ground. The pilot will then tell his story, and finally we'll examine lessons we can learn.

Interestingly, it seems that no eye witnesses were ever interviewed by the NTSB, yet here is the NTSB's final report. It contains many errors. The Happy Canyon airstrip is on state land, not on BLM land, and it is certainly not abandoned. There were three aircraft traveling together, but all three had landed. The accident aircraft was not one of these three.

The NTSB:

On March 25, 2000, approximately 1515 mountain standard time, a Cessna 182K, N2722Q, registered to and operated by the pilot, was destroyed during a balked landing at an abandoned air strip near Hanksville, Utah. The private pilot was seriously injured, and a passenger sustained minor injuries. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated from Bullfrog Basin Airport, Lake Powell, Utah, approximately 1445.

In an (SIC) telephone conversation, the pilot of N2722Q said he belonged to an organization called the "Utah Back Country Pilots Association." His airplane was one of three that had departed Bountiful, Utah, earlier that morning, and had flown to Lake Powell's Bullfrog Basin Airport. The pilots later

decided to fly to a nearby abandoned airstrip about 29 miles southeast of Hanksville. The airstrip is on land owned by the Bureau of Land Management, and is located at a position of 38 degrees, 09.425 minutes north latitude, and 110 degrees, 17.378 minutes west longitude. The first two airplanes landed successfully.

In his accident report, the pilot said the winds were gusting 5 to 15 knots. Just before his airplane touched down, he encountered a "[down] draft" that forced the airplane into the ground. "It hit so hard," he wrote, "that it started to porpoise and I had to get out before it porpoised again. "He added power and the airplane lifted off, "but being trimmed and set up for landing on a short dirt field, I could [not] move fast enough to reset the trim and flaps. The lift ceased and [the airplane] rolled to the left and the gusting wind caught it and rolled it over further. The airplane stalled about 50 feet above the ground and hit on its left wing and cartwheeled once."

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot inadvertently allowing the airplane to porpoise after landing hard, and inadvertently stalling the airplane after aborting the landing attempt. Factors were wind gusts, and the pilot failing to reconfigure the airplane (resetting the elevator trim and raising the flaps).



An Eyewitness account:

Three aircraft had been at Mineral Canyon during the morning of the accident installing a new windsock. Once finished, we decided to fly to Happy Canyon and spend some time. The landing for all three aircraft was normal, but with a crosswind component. The wind was primarily from the south but was changeable, one moment coming from the southwest and the next from the southeast.

After about two hours we saw another aircraft fly over the field at about 10,000 feet. The pilot called on the radio and asked what the wind was like, and if it was possible for him to land. I gave him the wind conditions and mentioned that he would have to work a little bit harder than usual to land. The wind had picked up a bit and had become more gusty than when we had landed.

The aircraft turned west and began a descent. When it was nearly out of sight, it turned back towards the airstrip and made roughly an eight mile straight in approach towards the east. The windsock at the time was about half full and the direction was erratic, but still mostly from the south.

About a mile and a half out, the pilot corrected for a northerly drift. He would do this twice more before arriving at the runway end. At about ten feet altitude the aircraft rate of descent increased dramatically. Touchdown was at the end of the runway, and slow, as it should be. The aircraft immediately bounced about five feet into the air, and the nose came up. Before the nose could drop the pilot added full power and began to go around.

The aircraft passed over the center line of the runway halfway down the field. At about the end of the runway the aircraft began a roll to about 15 degrees, still nose up. The roll continued past 90 degrees to about 145 degrees and the aircraft descended rapidly. No one saw the impact, only the dust and dirt. I did see the tail momentarily appear above the horizon and then sweep out of sight.



From the pilots point of view:

We were returning from the Bullfrog Marina at Lake Powell after completing some work on a houseboat. I knew that some friends, along with a couple of other airplanes had gone to Happy Canyon that day for a work project, and I decided to fly over and see if they were still there.

I overflew the strip at about 3000 feet AGL and saw three aircraft parked next to the east-west runway. Thinking it would be pleasant to stop, and interesting for my passenger to visit this remote strip, I decided to land. I talked to one of the pilots on the ground, and he indicated that the winds were gusty but that I should be able to land. I decided to land to the east. There was also a crosswind component that I would have to manage along with a 30 degree tailwind component to the wind. I gradually pulled back the power as I flew toward the west. By the time I turned long final I had 35 degrees of flaps and was trimmed full up, doing about 70 miles per hour.

Just as I crossed the threshold I hit a downdraft that slammed me onto the ground. The airplane immediately bounced into the air again and started to porpoise. The end of the runway was coming fast, so I applied power to abort the landing. The combination of the engine torque, the full up trim and the 35 degrees of flaps caused the aircraft to pitch up dramatically. The aircraft began to roll left and stalled about 100 feet above the ground. The last thing I remember was looking out my window and seeing the ground approaching. I commented to my passenger that we were going to crash.

I believe I was thrown forward in the crash and my chest struck the control yoke, bending and breaking it. My head struck the dashboard, opened a large gash above my eye and knocked me unconscious. My left leg also received a compound fracture of both lower bones just above my ankle.

What we can learn:

Know the weather and your capabilities for landing. Study the wind and the topography's effects on the wind. Wind flowing over steep canyon walls can generate some very strong downdrafts. Especially beware of airstrips sitting on top of bluffs within canyons, like Happy Canyon. Be especially mindful of density altitude and balance your plane's performance against it.

Don't land unless you are doubly sure it is safe. You should have a set of personal minimums that you will not exceed. The Runway Hazards Index Gailen Hanselman uses in his books is a great place to start. This, in addition to local conditions including winds and runway condition, and your own state of mind, should be on your own checklist of whether you should attempt a landing or takeoff.

The windsock tells you whether you should land. Use less flap and a bit more airspeed for gusty conditions. The faster your airspeed, the less effect the gusts will have on your approach. A good rule of thumb is to add half the gust value to your approach airspeed. Of course you must balance this with runway length. Adding airspeed to an approach to a short runway may make the landing ill advised. You may want to not trim "nose up" as far as you normally do in gusty conditions. This will help in the go around. All of these items should be a part of your own personal minimums.

Don't be afraid to "just say no." Don't let the pressure of stopping with friends push you beyond your own personal limit. The fact that there are other aircraft on the ground does not assure you a safe landing. All aircraft and pilots are different and have different capabilities. Conditions also change. There is no need to risk bent metal (or worse) just because your friends are on the ground and you're not.

A wise man said: "We should learn from others' mistakes. We cannot live long enough to make them all ourselves." Thanks to all who participated in this article, especially the pilot of 2722Q. It takes a lot of courage to allow these details to be published.

MINERAL CANYON CLEAN UP

Saturday, September 22nd was one of those fall days that was meant for flying. The morning air was cool and smooth. As I stood on the canyon rim above the Green River, the visibility was at least 100 miles. Not a cloud from horizon to horizon.



The runway *before* the clean up.

A thousand feet below at the Mineral Canyon Landing Strip, a group of pilots were assembling, *without airplanes!* Twenty-two Utah Backcountry Pilots had *driven* to Mineral Canyon from Richfield, Hanksville, Denver, Mesa, and Salt Lake City. This group of dedicated pilots had volunteered to concentrate on putting the runway back into shape.

And what a day we had. The BLM approved plan consisted of cutting the weeds along the runway, installing a new windsock, establishing runway end identifiers, and clearing a parking area. The crew went to work and in about five hours, all of the goals of the plan had been achieved. Several ruts were also filled in near the south end of the strip and the Tamarisk was removed along the edges of the runway. The runway end identifier rocks were painted white as was the segmented circle around the wind sock.



The runway as the clean up nears completion.

Thank you, dedicated individuals, for your hard work. Because of you, the safety at Mineral Canyon has been significantly enhanced. My hat is off to each of you. The runway looks beautiful.

UTAH BACKCOUNTRY PILOTS FALL FLY-IN

The UBCP fly-in is scheduled for Friday, Saturday, and Sunday, **October 12th through the 14th**, at the **Mineral Canyon** Landing Strip. Everyone is welcome. The temperature should be cool and delightful, and the company will be warm and friendly. Here's what you should know to help make the fly-in a success:

1. You are welcome to drive in and camp if you can't fly in or feel uncomfortable landing at the strip.
2. If you would like to land and leave your airplane at **Canyonlands Airport**, call 295-5302 and we will arrange a ride to Mineral Canyon. It is about one hour by 4wd vehicle to the airstrip from Canyonlands. We will do our best to arrange a pick up time that will work for everyone. If you are driving to the fly-in and would be willing to help provide transportation, please let us know. **Redtail Aviation**, (435) 259-7421, will ferry anyone to the landing strip from Canyonlands Field. The fee is \$50.00 per person round trip, minimum 2 people per trip. What a great opportunity to see the approach and landing professionally flown.
3. Announce your intentions on 122.9 Mhz. It is advisable to fly over the strip prior to landing to plan your approach and alert those on the ground of a landing airplane.
4. You will be directed to parking.
5. Kent Bond has arranged for **Fat City SmokeHouse to cater a barbeque dinner for Saturday night**. This will be a first class affair hosted by one of Moab's best restaurants. Here's the deal:
 - All you can eat chicken, ribs, and beef
 - Sit down dinner – tables and chairs provided
 - Time: 6:00 PM, Saturday evening
 - Cost: \$20.00 per person
6. There is NO water at Mineral Canyon. Bring plenty of your own.
7. PLEASE, no air traffic after 5:30 pm Saturday. Help keep the dust down for dinner.

The dinner promises to be quite a special event - this is the first time we have tried something like this. If the cost seems a little high, consider that the food and equipment will be brought in over 30 miles of rough road. (UBCP is making no profit on the dinner.) It will be quite a sight, sitting down to an all you can eat barbeque at Mineral Canyon!

Due to the logistics of this dinner, we **ABSOLUTELY need your RSVP 4 days prior to the fly in by SENDING A CHECK IN ADVANCE**. Only enough food for those who order in advance will be brought in. You will not be able to sign up for the dinner at the fly-in. The caterer must be paid and we cannot commit UBCP funds to cover the cost and then hope to recover the money later. If the fly-in is weathered out, your check will be returned.

We look forward to an event that will be talked about for years to come. We hope to see you in a few weeks at Mineral Canyon!

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



Air Mail To Master Pilot:



The clean up crew at Mineral Canyon, 22 September 2001.

UBCP WEB SITE

The internet address for the UBCP's new web site is www.UtahBackCountryPilots.org . The searchable database of Utah's back country airstrips is now fully functional. If you have corrections, additions, photos, (JPEG, about 80,000 pixels, i.e. 200x400) or additional comments on the airstrips, please e-mail them to Rob at ubcp-rob@home.com. He will add them to the database. Many other great features are planned, including a bulletin board where we can share up to the minute information about our back country airstrips

Did you know UBPC has an e-mail list? It is a good way to get questions answered quickly. If you have a question about back country flying in Utah there is a good chance that someone on the list knows the answer. To sign up, send an e-mail to majordomo@lists.xmission.com . In the body of the e-mail type "subscribe ubcp" (don't use the quotes). You can leave the subject line blank and shouldn't add any other words. You will then be sent an e-mail with an authorization code. Then you need to send another e-mail to majordomo@lists.xmission.com with that authorization code line in the body of your message. That's all you need to do to enjoy the wisdom of your fellow pilots.