

Air Mail

Volume 2 Number 2

Utah Back Country Pilots Inc.

October 2002

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Flight Plan (Upcoming Events)

October 26

Mineral Canyon Cleanup – Participants report that the strip is in excellent condition, and ready for the Fall Fly-in.

November 1, 2, 3

2nd Annual UBCP Fall Fly-in at Mineral Canyon

The regular monthly meetings of the Utah Back Country Pilots Association are held on the last Wednesday of each month at Skypark Airport (BTF). The meetings begin at 7:00 upstairs in the main building.

The UBCP information line is now active. The phone number is **(801) 583-0342**. Call this number to get the latest back country information or to leave a message for the Board of Directors.

Tax Exempt Status

The UBCP is now registered as a 501 (c) 3 corporation. What does this mean? It means that your donation to the UBCP can now be tax exempt. For donations to the UBCP, you should ask for and receive a receipt. This receipt will enable you to consider your donation to the UBCP as a donation to a charitable organization. This is a significant step for our organization. Thank you to Dale Kimsey for his work in accomplishing this very important step.

Directions

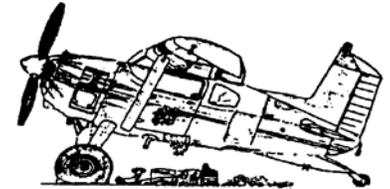
-Steve Durtschi

I Love This Place

I like the Utah cliché about this “being the place”.

We have the deserts and the

high mountains, and a land-locked lake five times more salty than the ocean. Our state bird is the California Gull and the state tree is the Blue Spruce (sometimes called the Colorado Blue Spruce). Who cares about the confusion there – I love this place!



Last Saturday I took a friend from work on a pleasure trip. The day was as beautiful as it gets with cool temperatures, brilliant sunshine and light winds. We fueled in Richfield and then scouted the Boulder Mountain area for deer and elk. This country is high on the “Wasatch Plateau” and beautifully forested with aspen and evergreen trees. From 10,000 feet, you could see the Henry, La Sal, and Abajo Mountains – the famous “laccoliths” – volcanic masses that have been injected in between sedimentary layers. This unique volcanic and sedimentary terrain was later up-lifted to form jagged mountains. The three small ranges make a curious and unexplained ring around the Canyonlands area. (Yes, the accepted Utah spelling is one word).

From Boulder Mountain we flew east across Mt. Ellen in the Henries. The last free roaming buffalo herd occupy this area, although I've never seen them. In between is the Water Pocket Fold. The sedimentary rocks in this fold bend from nearly flat to almost vertical in less than a mile. The geologic feature crops out for about 100 miles, and looks like a giant unfinished construction project from the air. Way down to the south we could see the dark blue waters of Lake Powell.

We descended as we approached the Dirty Devil River. The stream was named by John Wesley Powell's original Colorado River expedition. Someone in the Powell expedition asked if the stream was a good trout stream, and the answer came back, “No, it's a dirty devil!” The name stuck. Low on the river, I was absolutely intrigued by the small slot canyons that empty into the Dirty Devil from the east. There are about three of them, all less than mile long, formed in the sandstone at the confluence of the drainages and the river. They appeared to be as narrow as a man's shoulders and black as night inside as I could not see the bottom. The longest one is at Happy Canyon,

where we turned east. Some day I'm going to hike in there and check these out.

The sock was limp at Happy Canyon. The cones that the UBCP clean-up crew put out this spring to mark the landing threshold had faded some. We stopped for lunch. It was absolutely quiet and the sky was brilliant blue. I noted that the "donation can" had a dollar bill and a handful of change. At that rate it will take some doing to come up with the \$1,000 lease payment due next year. Under airplane type in the "guest book", one pilot wrote "SR-71". I thought they retired them. Maybe not. I wondered if they had to push it around for take off.

After we took off, we flew upstream low along the Dirty Devil, and we passed the Dirty Devil Strip. There were a few recent tracks. The wind sock was just a few tattered remnants. We need to get a new one up this fall.

Above the rim, across the desert, in the distance we could see the San Rafael Reef. Of the myriad of Utah features, this is my personal favorite. The sedimentary rocks of the "reef" are abruptly folded nearly vertical and form the eastern edge of the "Swell". The fold is visible for about 70 miles. The San Rafael Swell is a bubble on the Earth's surface. The rocks on the east side along the reef are steep and then roll over and dip gently on the west. The feature must have trapped an enormous quantity of petroleum before being breached by erosion as many of the sandstone beds show small blebs of "dead" oil. A calculation of the capacity of the porous rocks indicate that perhaps millions of barrels flowed out when the natural "trap" was dissected by the San Rafael River.

As is typical in Utah's beautiful fall, the sock at Mexican Mountain was limp, and we stopped for a visit. The air was crisp and the Cottonwood trees were turning yellow. The river bottom was alive with color. I enjoyed showing new passengers the Fremont rock art near the strip. The depiction of the sheep with its sharp curving horns was awesome. We were careful not to disturb the ground around the petroglyphs and did not touch them.

The beavers that moved into the area some time ago have yet to take a day off as the dam showed recent construction activity.

Westbound out of the strip, we snapped a quick picture of "Swazey's Leap" above the Lower Black Box as we climbed around Mexican Mountain northbound. Who knows, the kid may have jumped his horse across it.

Back along the Wasatch Front, we passed a respectful distance from the mountain goats on Mt. Timpanogos. They were almost at 11,000 feet and on a nearly vertical slope. It's amazing that they can flourish there. Onward around the Cottonwood Canyons, I love to see both Little and Big Cottonwood from their headwaters. From the airplane, high above the ski resorts, we could clearly see the "U" shaped drainage of Little Cottonwood in sharp contrast to the narrow

steep drainage of Big Cottonwood one canyon over. In the not too distant past, the former contained a massive glacier which carved the canyon into a broad U-shape, while the latter unexplainably never developed a similar river of ice.

As we descended on short final for good old Skypark, and I illuminate the "Brace for Impact" light, I couldn't help thinking: no brag, as they say, just fact, – we live in a pretty special place.

The Spiral Jetty

What a treat - the Spiral Jetty has emerged from the lake! Go out there and check it out. I've always loved the Spiral Jetty (kind of like being country, when country wasn't cool). I remember when folks thought it was an eye sore and said it should be removed. I wonder if its originator, Robert Smithson, had any idea of what this thing would become some day. If so, he was a true genius. The spiral jetty was built by Smithson back in the 1970 and is now considered to be a masterpiece. He used truck loads of crushed rock to build a berm out into the lake that ends in a spiral of about three turns. No statement; no agenda. No explanation. It's just there. Pretty cool, huh? The Jetty disappears for years with a wetter climate and rising lake level. It is totally forgotten I look for it on the way home from the Idaho back country. Sometimes if the sun is just right, you can faintly see it down there. It seems asleep. Then suddenly – almost over night – there it is in all of its splendor. It emerges in dry years with a new growth of sparkling white salt crystals and looks brand new.

There must be something aligning in the universe as this emergence of the spiral jetty has spawned an incredible phenomenon. People are heading out there in droves! It seems that the jetty has finally been "discovered". I guess yesterday's graffiti is today's treasure. Those that have flown over it report vehicles parked en mass and hordes of folks actually out walking on it. True story. My friend Bob McCall gave me a photo of the jetty and you can see people walking out to its spirally little tip. Nobody *ever* cared about it before. Maybe they know something I don't. Is a comet lurking out there (perhaps with an alien ship holding over the Lucin VOR?) ready to whisk them to another dimension when they hit the tip? Maybe they de-age with each circle they walk around. That would be just my luck. I've only seen it from the air, although there is an old airstrip about 1-1/2 miles north.

Mineral Canyon

I've got my fingers crossed with double monkey dust – so it's a pretty good bet that the weather will be perfect for the Mineral Canyon fly-in the first week end in November. The weather can be beautiful this time of year, but expect the nights to be cool. The cool air settles into the river bottom toward evening. We are looking forward to getting together. I hope you are too. Let's all maintain vigilance and the highest safety standards when coming and going. Communicate on 122.9. Expect traffic in the area. If you have not been to Mineral Canyon, and are planning on coming to the fly-in, I would encourage you to get a check out from a local instructor. Land at Canyonlands (10 minutes away) and ask one of the Redtail pilots to show you the area. Chief Pilot

LaVar Wells will be glad to take you down there and on the way point out the local attractions.

Marble Canyon

-by Chris Tuckfield

“The on the fly fisherman”

It's not often that I get to combine two of my favorite things, flying and fly fishing, but this is one of those rare opportunities where you easily can do both. The real plus is that it's comfortable for both you and your airplane.

First the airstrip. Marble Canyon, Arizona is located just across the Utah state line a few miles below the Glen Canyon Dam, which holds back Lake Powell, on the Colorado River. Marble Canyon airstrip ((L41): N36-48.74,W111-38.79) can be found on the Las Vegas sectional off the PGA VOR, 117.6 freq. 220 radial 12nm. Airport elevation is 3603 ft., so be careful of density altitude on warm days. Pattern altitude is 4403 ft. Paved runways, (a real plus for people like me who hate to admit that they have a tricycle gear aircraft with wheel pants), are 3-21 3,715 x 35. One caution about the runways: with a hump in the middle, you cannot see the other end, so make sure no one is taking off opposite direction when you start your approach. CTAF is 122.9.

Flight planning is simple enough. The route is almost straight from the Salt Lake Valley. It is easy to pick a route over Nephi (U14), Gunnison (44U), and then through the valley to Wayne Wonderland (38U). Staying on a southeasterly course thru the next valley which takes you just past the Capitol Reef National Park, (use the special over flight rules if you decide to sight see in the park), and Escalante (1L7), then a 180 heading will take you almost direct to Page, Arizona and Marble Canyon. Fuel and aircraft services are available at Page (PGA). This route is easily flown below 10000 ft. MSL.

Now the people. If your idea of roughing it is the Marriott Hotel, Marble Canyon Lodge is located just across the street from the airstrip. While it may not be as fancy as the Marriott, it is very clean and modern (cable TV even), and much more affordable, with a very good restaurant. It would make a great hundred-dollar hamburger day trip. The lodge is owned by Dave and Barbara Foster. The little “town” has a post office, gas station, convenience store, and fly shop all located around the lodge. The number for the lodge is 1-800-533-7339 or 1-929-355-2245, or if your computer literate, www.mgc-leesferry.com.

Marble Canyon Lodge has been owned and operated by the Foster family since 1961. The lodge first opened in 1929 after the bridge on US 89 over the Colorado River was first completed. A second bridge on the same site was completed in 1995. The original bridge is now used for foot traffic only, and is an easy _ mile hike from the lodge. It is well worth the walk to the footbridge for the look down the 500 ft drop to the Colorado River below. Prior to the construction of the two bridges, people crossed the Colorado at Lee's Ferry. Lee's Ferry was so named due to the fame of its operator, John D.

Lee. Lee was famous for being one of the major participants in the Mountain Meadows Massacre in 1857. In 1877, the law finally caught up to Lee and he was tried and executed for his involvement in the massacre.

Now for the best part. If you fish, Marble Canyon Fly Shop is located at the Lodge and can arrange some of the best day's fishing for trophy size rainbow trout you will ever experience. They will pick you up, take you to the river, supply a guide who will rig your pole whenever you snag, provide lunch, a guided tour of some of the most scenic country there is, and bring you back when you are done for the day. If you take people who don't fish, they will have just as good a time on the river watching the osprey, hawks and eagles skim the river for fish while taking in the sights of the canyon.

I had one of the best days fishing I have ever had, thanks in large part to the guide from the fly shop. He knew exactly what techniques and what fly worked for the water conditions. Nothing beats a little local knowledge. I would have fished all day on my own and caught nothing. 17"-18" fish were very common with several fish well over 20". I have pictures to prove my claims. This is not just another “fish story”.

One of the more interesting side trips can be had on the road to the river from the lodge. A small little state park is just off the road and has some of the most interesting rock formations I have ever seen. They all had the appearance of a very small golf tee stuck in the ground with an exaggerated overly large and heavy golf ball set on the top. It is unusual to see one, but there were more than a half dozen within just a few hundred feet of each other. Set against the canyon walls, these made for a rather interesting site. Speaking of canyon walls, there were lots of petroglyphs to be found within easy hiking distance once down inside the canyon. The guide pointed out several areas where they can be found during our fishing, but I was too busy taking fish off the line to take the hikes.

A bonus this time of year is that it is a perfect warm weather destination. So, go enjoy the sun, relax, and catch a big one.

Southern Utah Report

-by Hal Hilburn

Utah Back Country Pilots' Southern Utah
Representative

Editors Note: *Hal is a one man dynamo down south. He has championed the landing strips in the Famous "Arizona Strip" almost single-handedly now for some time. As you will see by his report, these are pivotal times for at least two of the finest recreational landing strips in the west: Tuweep and Grand Gulch. Hal's involvement will undoubtedly bear fruit in the long run. Thanks, Hal. Keep up the good work.*

Tuweep

We have some challenges down south that may affect several landing strips. Currently the Arizona State Land Trust is attempting to close the landing strip at Tuweep (L50) on the north rim of the Grand Canyon. The airstrip has been in use

for many years, and is one of Arizona's premier back country strips. The strip is situated outside of the Grand Canyon Special Rules Area, and allows pilots to access the spectacular north rim, only a few miles to the south. Clair Roberts was the Park Service Ranger stationed at the north rim less than a mile from Tuweep for many years. Clair loved the strip and enjoyed meeting pilots who visited there. When time permitted, Clair would provide transportation and a guided tour of the north rim and the various points of interest in-between. Clair recently transferred to Sitka, Alaska, which is an added blow to the current problems at Tuweep.

Tuweep is on lands owned by Arizona and the agency in charge recently announced that the strip would be closed because it was not generating income for the State of Arizona. They also cited liability concerns. In a recent letter from the State Lands Department, they indicated that they have been trying for some time now to entice a commercial operator to lease the landing strip, but have been unsuccessful. The National Park Service has indicated that that the strip is beneficial but appears to have little influence on its continued use.

The UBCP has indicated a desire to lease the strip if that is the only way it can be saved. In order to do this, the liability insurance issue would most likely have to be waived as it is beyond the financial resources of the group. We are currently exploring the "Recreational Use Statute" that Arizona has in place. This law makes the government or any private group immune from any liability when lands that they control are open for public recreation. The current statute does not specifically recognize airplanes, although it lists virtually every other recreational type vehicle, and indicates that the statute is not limited to only the vehicle types listed.

Parashant National Monument

The BLM is in the process of collecting public comment for a long term management plan for the new Parashant National Monument. The rules for this monument are currently in the formulation stage and will ultimately affect several landing strips in this area. These include Grand Gulch, Pakoon, and Emily. Those who visited the Grand Gulch strip last winter at our fly-in know what a "grand" landing strip this is. The nearby abandoned copper mine is a treasure trove of history and a fascinating rock collecting area. We recently attended an open house in Salt Lake City where the managers of the new monument were available for informal discussions. The BLM officials were very surprised to learn that so many pilots visited the landing strip at Grand Gulch. I was surprised that the concept of a recreational landing strip was new to them. We were invited to prepare a slide presentation about recreational landing strips to present to the officials in the southern Utah office later this fall. We hope that we have made aviation interests an agenda item for the new monument. One thing is for sure: without speaking up, these airstrips will undoubtedly be closed forever. Once closed, all the pleading and involvement in the world will not re-open them.

You can help by sending an e-mail to Diana Hawks, Environmental Coordinator for the Parashant National

Monument. Her address is: diana_hawks@blm.gov. Better yet, pick up the phone and give her a call at 1-435-688-3266. Tell her how much you enjoy the landing strips in this area. She is seeking public comments.

Range Creek

-by Karl Spielman
Resource Access Officer

The UBCP is working towards a new addition to our airstrip inventory in the State of Utah. The airstrip, which has existed for decades, is located on the Wilcox Ranch in the West Tavaputs plateau of central Utah, on a tributary of the Green River called Range Creek. The area has a tremendously interesting history. The Range Creek drainage made a good home for early indigenous peoples from as early as 9000 BC. Because it is a perennial creek, has abundant southern exposure, high mountain ridges to the north to block winter winds and trap moisture, and expansive grassy bottom, good for planting and animal habitat, Range Creek has been an attractive living spot in the sometimes harsh environment of the Colorado Plateau. One hundred years ago the locale was crisscrossed by the Wild Bunch as they plied their outlaw trade along the Owlhoot Trail, to which the Range Creek drainage is connected. In fact, Ray "Budge" Wilcox, the son-in-law of Jim McPherson, who built the cattle outfit at Florence Creek, and figured prominently in many Wild Bunch exploits, started the present day incarnation of ranching at Range Creek.

The children of Mr. Wilcox operated the Range Creek ranch until a year or two ago and then transferred the property into a partnership between the BLM and Utah State's Department of Wildlife Resources. A far-thinking BLM land manager contacted the UBCP and suggested that we try to negotiate with the two parties for the continued use of the airstrip. This land manager recognized the beauty of the setting as a fly-in camping area similar to some in Idaho and would like to see the stream planted with trout and a guest ranch style of preservation applied to the historic ranch buildings. Your intrepid UBCP board is working on this.

In the meantime, the BLM has closed the road gates to the property pending the completion of an archeological survey and the resolution of certain details with the land transfer agreement. There is a caretaker at the ranch. They have allowed our board members to visit in order to be able to join in the planning for how the airstrip might be preserved or conveyed, but they are asking the general public not to use the airstrip until a plan is in place. It does look promising for us at this point. There is also a considerable hazard in the middle of the airstrip in the form of a spring about 900' from the down river (ranch) end of the strip. It's a hole about six feet across, of unknown depth, and was flowing water even in August when we visited. It certainly would flip an aircraft if one sank a wheel in it. We should have a lot more to report by mid-winter and hope to be in the position of being able to announce a fly-in cleanup by late spring.

Hidden Splendor Revealed?

-by Matt Haag

On a sunny fall morning my brother and I decided to embark on a search for a little Splendor somewhere in central Utah. I have never found any down there before, and figured the cool, calm, and clear morning air with forecasts of temperatures in the mid-seventies would give us a good shot at finding some.

With the lat-longs of the rumored location successfully loaded in the Garmin, we pointed the nose of the venerable “Great Punkin” southeast-bound and climbed up over the Wasatch mountain range as the first rays of sunshine began to peek through Emigration Canyon. The G-wiz box said we had about 140 nautical miles to go on a heading of roughly 150 degrees, equating to approximately an hour and ten minutes enroute.

Pre-Departure Homework

Before departing on this quest for the elusive Splendor, I conducted a little research on the airstrip. The UBCP database and words of wisdom from other back country pilots who had been there were invaluable. I decided that on a day with temperatures around 80 degrees and calm winds, the Great Punkin should use less than a third of the available runway to lift my brother, me, our fuel remaining, survival gear, and minimal baggage clear of the rocks in the vicinity. The UBCP database indicates that the elevation is 4830, and the runway is oriented 15-33 with 1800 feet available. It is in very good condition, has rising terrain to the north, and a narrow canyon to the south. The words of experience included factors such as the slight downhill grade of runway 15 as well as a hairpin turn in the canyon to the south that would be difficult to navigate if you were still below the rim.

Arrival, Approach, & Landing

As we approached a point ten miles northwest of the coordinates where Garmin indicated we might find some Splendor, we could already see the strip. The canyon to the south is quite obvious. The terrain opens up widely through Conducting this type of maneuver while confronted with lots of granite in the windshield requires a fair amount of mental discipline for several reasons. First, you must know ahead of time what your options are (terrain clearance) and what the conditions merit (wind direction) in the event the go-around becomes necessary. The maneuver itself requires a smooth yet expeditious application of takeoff power, a coordinated climbing turn, and precise airspeed control maintaining V_x (or even less in this case – as minimizing the radius of the turn is actually more important than maximum obstacle clearance); all while seeing nothing but rocks out in front of the nose. This is very much like the skill required for a missed approach under instrument conditions, as there is no horizon to provide visual cues. (So go get your instrument rating – it actually IS worth something!)

On the next landing attempt, we made sure we were no more than a couple hundred feet above the terrain while initiating

about 90 degrees of the compass rose to the northwest, but creates a shear granite “funnel” converging just off the departure end of runway 15 into the aforementioned narrow canyon. At around five miles out we began to slow to 70 kias to orbit the strip and have a look about. At 1000 feet above the runway (based on the last known altimeter setting at Price-Carbon County) and a mile final we began the orbiting maneuver. We flew a complete circle looking closely at the approaches to both runways, the surrounding terrain, and the wind conditions (indicated clearly by the beautiful new wind sock). With the wind blowing gently out of the east-southeast and the relatively docile terrain to the north, we decided to enter a left downwind for runway 15.

Did we mention, “rising terrain north”? I seem to remember reading it as well as hearing it from some rather experienced Utah Back Country Pilots. This advisory should be heeded. The terrain rises very subtly, but it does rise quite a bit. If you fly what appears to be a “normal” VFR pattern for runway 15, you will most assuredly end up high on final. We did. Our first circuit in the pattern at Hidden Splendor was converted to a low pass somewhere shortly after turning final. This is not a strip to be high and/or fast on final approaching from either direction. If it does not look right, abort early and make another attempt. So on this pass, we decided to just have a close up look at the runway surface. Not a bad idea anyway when you have the option to go around, right? Oh yeah, that brings up the go-around:

The decision to go-around on runway 15 must be made without hesitation. You must either initiate your 180-degree turn to downwind immediately or plan to fly out the narrow canyon ahead. In retrospect, I am confident that the Great Punkin could have out-climbed the rim of the canyon before the first hairpin turn (there are actually two). However, we opted for the immediate turn to downwind. As a turn in either direction seemed to present no obvious terrain clearance advantage, we turned left – into the crosswind. Turning into the wind provides two distinct advantages: slower speed across the ground for a smaller turn radius, and better climb performance – as you avoid incurring any tailwind component.

the base turn from the downwind. And this time we touched down and rolled comfortably to a stop about halfway down the runway.

Other Hazards

Short final with a head wind: Any time you are short final with a headwind and are confronted with a steep drop-off in terrain just prior to the touchdown zone, you can expect a downdraft. Be ready to add heaps of power if the wind is blowing at all! Both runways have this “added feature”.

The Arroyo: There is an arroyo that has been back-filled approximately 1/3 of the way down runway 15. The surface is excellent and you won’t even feel it go by. However, the runway is very narrow in this short segment, and any deviation from centerline will give you an unnecessary rush of adrenaline.

Departing runway 15 via the canyon: We surveyed the canyon from the air and over-flew the river above the rim at a low indicated airspeed (~70 kias) to try to determine if we could indeed navigate the canyon southbound. It appears that the likelihood of success – especially in the second hairpin – is virtually nil. (I think I'll leave that stunt for Top Jimmy.) So, if the wind dictates a departure from runway 15 and you have any doubts as to whether your airplane can out-climb the rim in time, you are probably better off making an immediate turn back to the downwind as previously described.

Departing runway 33: Did we mention rising terrain to the north? On a hot day with a heavy airplane, a runway 33 departure provides its own set of challenges. The best option appears to be a slight left turn to over-fly the riverbed upstream as it meanders northwest from the departure end. Otherwise, that sneaky terrain can quickly begin to nip at your landing gear if you continue straight-out off of 33.

Our Departure

As the wind picked up even more during our stay and maintained its direction from the east-southeast, we opted to depart runway 15 and perform the same maneuver as we did on the go-around. As we predicted, we were airborne and

climbing prior to the arroyo in about 500 feet. As soon as we had a positive rate of climb we began the left-hand climbing turnout with heaps of room to spare between the wingtips and the rocks.

Next Time

Wind permitting, our next expedition to find the lost Splendor will involve a rim-level approach from the south, slowing and configuring for a descent into the canyon north of the hairpin, and a landing to the north on runway 33. This approach will be a little more exciting than the other direction, but I believe will provide a less deceiving descent profile and a more friendly go-around option if we were to end up with a little too much energy on short final. It is the approach used by many who seek for the Splendor.

As we departed into the afternoon sun and pointed the Great Punkin for the Great Salt Lake, I glanced back over my shoulder hoping for one last glimpse of the Splendor we had set out to find. All day long it seemed just on the verge of revealing itself in its entirety, but never fully blossomed in our presence. I guess for now it remains Hidden for future visitors to seek. Maybe next time

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



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102

Air Mail to Master Pilot:

UBCP Web Site

The internet address for the UBCP's new web site is www.UtahBackCountryPilots.org. Margarite Hargrave has agreed to be the new webmaster. 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 Margarite Hargrave at hargrave@halcyon.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

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.

There is also a membership application form included in this copy of Air Mail. Please pass this along to another pilot who appreciates the back country. Please make copies as needed for others to join the fun of flying the back country.

Recreational Airstrip Preservation Donation

Name _____
Address _____
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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 501 (c) 3 qualified not for profit organization, is to be used for the preservation of back country airstrips and may be fully tax deductible.