

The Recreational Airstrip Committee has been asked to help document any instances of a back-country airstrip being used in an emergency situation. The congressional sponsors of the Back-Country Airstrip Protection legislation are looking for examples where one of these airstrips has been used by a pilot in distress. The emergency could include mechanical reasons, weather causes or medical considerations.

1.) The State of Idaho Division of Aeronautics was giving Phil Boyer (AOPA) a whirlwind tour of the Idaho backcountry (summer of 1993 or 1994). When they landed at Thomas Creek, they found a 206 (or perhaps a 210) that had blown an engine and the pilot dead stuck it onto the runway with the windscreen covered with oil. The airplane ran off the end of the runway onto an old road. The pilot was not injured. Boyer took video of them pushing the airplane back onto the runway and likes to show it at his presentations.

2.) I've personally used many backcountry airstrips for emergency landings due to weather conditions. One of the more memorable ones was an emergency landing I made at the Morgan Ranch when the clouds settled down to the ground in all quadrants, completely obscuring the steep mountains in close proximity. I waited it out and in 45 minutes it had cleared enough to continue on.

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