

Beartooth Back Country Horsemen Trail Tales

President's Pen

October 2023

We are entering spooky season, a season that comes with less light for riding and more chores with more clothes to keep warm. We completed our final big work project, clearing from Jims Gulch to Meyers Creek. From the photos I've seen, the fall colors were putting on quite a show. This change of season also sparks thoughts onto 2024. We are actively seeking board members, committee members and people who want to get further involved within the Beartooth Back Country Horsemen. The growth we have experienced over the last few years has been amazing! At our last board meeting we discussed some big projects looking into 2024 and beyond, that involve more than just trail clearing that will require a strong support system. We will go over those at our next general meeting, being held on October 16th at 6:30 pm at the firehall in Columbus.

Sincerely,

Melissa Codner



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- Melissa Codner, Alternate
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NATIONAL DIRECTOR

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- John Chepulis
406-322-4823

Next Meeting:



Monday, October 16 at 6:30
Columbus Fire Hall
Guest Speaker: Jim Renner, Farrier

2023 Membership dues:

- Business Membership \$40
- Family Membership \$35
- Individual Membership \$25

Not a member yet? Application available for download [here](#).

ELECTIONS

We have some positions that are coming open on the board, please contact any board member to volunteer or ask questions as to how you can help be a key part of the Beartooth BCH.

Not really think you are board material? We have committees that help support the many projects we organize, look into one of those!

WINTER FEED PREP

Calculating Hay Needs



Assumptions

- 1,000 lb. healthy, **adult horse**
- Consuming 2.5% of body weight **each day**
- Primarily a **hay diet** with no pasture access or grain concentrate in the ration



Calculations

- 1,000 lbs. x 0.025 = **25 lbs. each day**
- 25 lbs. x 365 days = **9,125 lbs. each year**



Bales Needed

- **Small square bales** (~50 lbs.) = 9,125 lbs. / 50 lbs. = ~183 bales per horse each year
- **Round bales** (~900 lbs.) = 9,125 lbs. / 900 lbs. = ~ 10 bales per horse each year

Additional Tips

- Add a minimum of **10% more** to account for waste during feeding and storage
- Plan for at least **30 days of additional hay** to account for acclimation and weather issues
- **Subtract days on pasture** from hay needs
- Horse body weight, activity level, health status, and total diet **will impact hay needs**



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UNIVERSITY OF MINNESOTA
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Author: Krishona Martinson, PhD

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HUNTING SEASON SAFETY

SAFETY TIP

BE BEAR AWARE

Hunters

Consult the Food Storage Order for specific requirements related to harvested animal carcasses and animal parts in the field.



Attention Hunters: You cannot leave a carcass near a trail or camping or sleeping areas.

Any harvested animal carcass, including all parts, must be acceptably stored.

Carcasses must be more than ¼ mile (straight-line distance) from any known occupied camping area and more than 200 yards from any NFS Trail or Road.

Read the Custer Gallatin National Forest Food Storage Order:

https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprd3817710.pdf



BBCH PO Box 614, Absarokee, MT 59001





ELECTRONIC BICYCLE USE



Forest Service
U.S. DEPARTMENT OF AGRICULTURE

E-BIKES

Also referred to as an electric mountain bike (eMTB), a type of motor vehicle with two wheels attached to a frame, one behind the other, equipped with fully operable pedals and an electric motor of less than 750 watts that meets the requirements of one of the following three classes.

	DESCRIPTION	PEDAL OPERATED ONLY	MAXIMUM MOTOR-ASSISTED SPEED	LICENSE PLATE	HELMET SUGGESTED
BICYCLE	 <p>BICYCLES are two wheeled vehicles with a rear drive and propelled solely by human power using pedals.</p>	YES	N/A	NO	YES
E-BIKE	 <p>CLASS 1 E-BIKES are equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.</p>	YES	20 MPH	NO	YES
E-BIKE	 <p>CLASS 2 E-BIKES are equipped with a motor that may be used exclusively to propel the e-bike and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.</p>	NO	20 MPH	NO	YES
E-BIKE	 <p>CLASS 3 E-BIKES are equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches the speed of 28 miles per hour.</p>	YES	28 MPH	NO	YES

Forest Service Statement on Electronic Bicycle Use:

Emerging technologies such as e-bikes are changing the way people enjoy their visits to national forests and grasslands. Today, more than 60,000 miles of trails and thousands of miles of roads on national forests and grasslands are currently open to e-bike use. As use trends change with time and new technologies, the way we manage lands to ensure their long-term health and resilience must change as well. This is why we have clarified our policy on e-bikes and are encouraging local Forest Service decision makers to expand access to recreation opportunities on our forests and grasslands in ways that meet user needs while continuing to protect forest resources.

Recent Updates

Feature Story: [E-bikes bring new users to forests, grasslands](#)

News Release: [USDA Forest Service Issues Guidance to Manage Future E-Bike Use on National Forests and Grasslands](#)

Updated Travel Management Directives:

[7700 Travel Management – Zero Code](#)

[7710 Travel Management – Travel Planning](#)

Frequently Asked Questions

Did the Forest Service change its policy related to e-bikes?

The Forest Service finalized its directives that clarify how e-bikes are managed on national forests and grasslands. The directives clarify the definition of an e-bike and identifies e-bikes under three classes of motor vehicles. They also provide needed guidance to field units under existing Travel Management Rule definitions, and reinforce criteria needed to designate roads, trails and areas for e-bikes use. Before a decision to expand use of e-bike on specific national forests and grasslands, the unit must first conduct the appropriate environmental analysis and public engagement, just like any other project that alters the use of the land.

Where are e-bikes currently allowed on national forests and grasslands?

Class 1, 2, and 3 e-bikes are allowed on motorized trails and roads on national forests and grasslands. Additionally, several year-round resorts operating under a special use permit have established e-bike use within their permit boundary.

Local Forest Service officials may consider new opportunities for e-bike use on non-motorized trails and in non-motorized areas by utilizing a designation process in accordance with the Travel Management Rule (36 CFR Part 212, Subpart B). Designations involve appropriate environmental analysis, public involvement, and local decision-making.

Did the Forest Service use scientific evidence and review public input when updating its directives on e-bike use?

Yes. The e-bike directives incorporate new trends in recreation on public lands and provide forest officials opportunities to expand e-bike use in areas other than those currently open to e-bikes. The agency has used best-available science, public input, use trends, and other information in developing the directives. As part of this process, the Forest Service has reviewed Interior Department’s e-bike direction and continues to monitor how they implement this direction.

The Forest Service is managing e-bikes with the goal of allowing a variety of recreation opportunities while protecting natural and cultural resources and other forest uses. We understand the challenging management situation this can pose in areas of adjoining/shared boundaries. The Forest Service is committed to listening to the people we serve to better understand their needs as well as providing them seamless experiences across boundaries as allowed by law.

How will expanding e-bike use on national forests and grasslands improve access for more Americans?

The Forest Service has a long tradition of multiple uses and supporting access to the public land the agency manages. Simply put, e-bikes allow more people to enjoy their national forests and grasslands. The technology has the potential to include older Americans and attract more diverse users to explore their public land in a socially and ecologically responsible way.

RESOURCES

Life Flight Network

Let's talk about the not so fun part of the backcountry. There are definite risks involved about being away from civilization and being self reliant if anything goes awry.



There are definite risks involved about being away from civilization and being self reliant if anything goes awry. If something bad happens and you are unable to exit on foot or horseback, the only option is via helicopter. It is incredibly expensive but there is some insurance for the just in case instance. Following is the link for informative purposes only.

PLEASE NOTE: This is NOT a sales pitch. This is a non-commissioned link.

<https://member.lifeflight.org/#lp-pom-block-370>

Membership is under \$100 and, according to the website, will cover the flight. There is also additional ground insurance.

Online Defensive Horsemen Information

Website - <https://bchmt.org/wp/education/>

Scroll down towards the middle and you will see Horse Safety

This is good information and a great resource for new members that still need some defensive horsemen prior to doing any work activities this year.



HAPPY FALL, Y'ALL!



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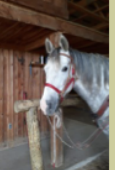
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