

Spence Creek Base Map

The Spence Creek map is a bit different than the other AZ JROTC maps. Although the contour lines are coarser (40 foot), the map has quite a bit more detail on it.

First, you'll see that there are many small blue dashed lines ("shallow water channel"). These are intended to show the fine topographic detail that occur in between the contour lines—that is, they show the dry washes (reentrants). These reentrants can be quite small, perhaps a meter deep. Ridges can be inferred between the blue lines.

Likewise, small hilltops may be shown as a "dot knoll" (brown dot), or using a form line.

Larger topographic features, of course, are visible with the contour lines.

Brush is shown with the green areas. These areas tend to be on top of the hilltops, and can almost always be avoided by staying lower in the valleys, in the pine trees. A shortcut through a green area seldom pays off—it's pretty thick.

There are many individual boulders and boulder clusters on the map. These are there mostly for the advanced orienteering courses. Only the largest and most distinct boulders will be used for a JROTC course. The description should indicate the height of the boulder if it is used as a control point.

The magenta colored areas are private property and are out-of-bounds.

Navigational tips

1. Trails – Best success is by using the many trails that are in the area. Find an attack point from a trail, and minimize the off-trail distance to the marker. Note that distinct trails are marked differently than indistinct trails. Avoid green areas if possible.
2. Railroad Grade – The Start/Finish is on the railroad grade, not far from the big open area on the map. This road is quite distinctive, with large cuts and fills to preserve the grade. If cadets know how to read the earth bank and cliff symbols (the tick marks always point downhill) then it is easy to tell where the railroad cuts (cliff above road) and fills (cliff or bank below road) are. This is very handy to navigate by, or to use for relocation if confused.

Safety Bearing

The safety bearing is to go north, either to the railroad grade (and follow west to the start), or north to the pavement on Iron Springs road. The safety map will show a larger area that includes Iron Springs road, and the roads/ community to the south, It will also have an emergency phone contact number printed on it.