

*THE RAF MISSION: Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide.*

## RAF boasts membership in all 50 States

AOPA's Summit was a huge success and the Recreational Aviation Foundation now boasts supporters in all 50 states. Jack Dixon of Haiku, Hawaii, enthusiastically signed up, and while visiting informed the group that he had attended school with RAF co-founder Karl Spielman in WA. Jack currently owns a pair of Cessna 182s.

Traffic past the RAF booth was brisk, and just under 300 new supporters demonstrated that the RAF mission is important to them.

*Left to right:* RAF president John McKenna, Jack Dixon and RAF vice president Dan Prill pose to commemorate the RAF's newest supporter to represent our nation's 50th state.



### Congress Recognizes Vital Role of Recreational Aviation and Backcountry Airstrips with passage of House Resolution 1473—

In September, the US House of Representatives passed an official Resolution which concludes:

*Resolved, That the House of Representatives recognizes the value of recreational aviation and backcountry airstrips located on the Nation's public lands and commends aviators and the various private organizations that maintain these airstrips for public use."*

## RAF invited to participate in Congressional GA Caucus

Congressman Sam Graves, (R-MO) along with Caucus co-chair John Barrow (D-GA) recently announced the participants for the 112th Congress House General Aviation industry Caucus. In addition to the Recreational Aviation Foundation, they include Aircraft Owners and Pilots Association, (AOPA), Antique Airplane Association, Commemorative Air Force, Experimental Aircraft Association, General Aviation Manufacturers Association, International Council of Air Shows, National Air Transportation Association and the National Business Aviation Association.

The purpose of the Caucus is to bring together active and established representatives to dialog with US Representatives, addressing issues that are important

to the general aviation industry and community.

"We've worked hard to demonstrate our work is of national relevance," said RAF president John McKenna. "From our place at the table, I believe we can continue making progress central to our mission, and to the overall health of general aviation."

### "Join Team RAF" Launched

This little logo carries the big message that it takes teamwork to get things done. Our roster is filling out with passionate folks who support the RAF mission with their skills and are raising the score by opening their checkbooks!



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All Directors, officers and liaisons serve on a volunteer basis with no compensation.

The Recreational Aviation Foundation is a non-profit public charity with 501(c) (3) status. Federal EIN 42-1613294; Montana State ID D-128852.

Donors may deduct contributions made to the foundation as provided in section 170 of the Internal Revenue Code. Bequests, legacies, devises, transfers and gifts are deductible for federal estate and gift tax purposes.

*Photo on newsletter flag courtesy of Mike Todd;*

*Photo on back courtesy of Pete Smith*



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**President's Message –**  
**The RAF**  
**Jigsaw**  
**Puzzle**



*–photo by Chris Rose,*

Have you ever put a jigsaw puzzle together? You choose the one with the catchiest photo on the box. It's often a representation of what you like to do. A sailor is likely to choose an ocean scene while a mountain climber would probably choose one of the Alps or Himalayas. Well, not too long ago a small group of us chose a puzzle titled "Recreational Aviation Foundation". It pictured an airplane sitting on a backcountry airstrip. You know the one – plane, tent under a wing, green grass, water, and a spectacular backdrop. The puzzle looked sort of easy, but in our enthusiasm we overlooked that it had a thousand little tiny challenging pieces.

The process of assembling a puzzle usually begins with finding the easy-to-identify borders. Then we begin to look for pieces that seem to be the same color, separate them, and then see if we can find a piece or two that fit together. We are buoyed by the success of finding one or two matching pieces, without much concern about where they go. We then turn to the more methodical approach of looking at shapes, colors, and sizes in a way that allows us to start putting the puzzle together. The picture starts to take shape, pieces that up to this point seemingly had no place, – in fact you wondered if they were even in the right box – now easily and sometimes effortlessly find their place.

As the puzzle is assembled, passing people cannot help but stop and try to find "just one piece". They, too, are captivated by the picture on the box, and pretty soon they are seated at the table, or standing over your shoulder offering comment, or trying to make that one piece fit that you have tried over and over. It is just not time yet for it to find its place.

Now and then someone spots a piece on the floor under the table, and one more small part of the puzzle is complete. All gathered are joyous in the accomplishment, but soon the reality of moving onto another part of the puzzle sets in, and the process starts over. Some folks will drift away, as other chores of life are waiting, but there is that group who cannot leave that table in the corner of the room until the puzzle is complete. They know what it looks like in their minds and they have to see it completed.

So it is with the RAF. You are all a part of putting this puzzle together – whether you are a volunteer, a donor, or someone cheering us on. I know you can see the lovely photo on the box, and I see your diligence in helping to assemble it. Some of us are better at separating the

*Continued, pg 3*

shapes, while others are best at matching color. Some even have to build a new part of the puzzle that either got coffee spilled on it or the dog ate. Regardless of your part in this process your contributions to “putting it together” are so very important.

You have a commitment to see this completed, so that those who had little faith it could be accomplished can see what you knew all along would become that photo on the

box. You know the one – the plane with tent under wing, green grass, water, and a spectacular backdrop.

Thank you all for helping to put the RAF puzzle together – making that picture a reality. We still have a few more pieces to put in place and, “Hey will someone go grab that dog who has a piece in his mouth and is running towards the door!”

– John

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## Letters – – – – –

### **RAF progress astounds**

RAF, John, and all:

After reading the newsletter and other info it finally dawned on me that the RAF has only been in existence since 2003. It is **astounding** that you have accomplished what you have in so few years.

I wish my time, physical strength and financing would allow me to become more involved as this is what my wife and I were working on in CO when I purchased our Stinson 108/0470 In 2006.

We have a wonderful I72/180CS that does a great job, and hope to someday have a 180. We are going to get more involved in RAF in the next year. We will start on the Oregon front but will try to get to some of your fly-in work sessions in Idaho and Montana, God willing . . . I had to go to a smaller coffee cup and a light beer but I have a good left shoulder and can still accomplish a little Half Mast.

Great job and hope to be able to add some support for a wonderful New Year.

**Larry D. and Danna Knox,  
Lebanon, OR**

### **On Passage of US HR 1473:**

Dear friends at RAF –

I would like to congratulate you and all of us in the aviation family for this outstanding accomplishment.

**Sam Risha, Chandler, AZ**

### **More on US HR 1473:**

This success is a real tribute to the hard work of John McKenna, Dan Prill, Jerry Cain, Tim Clifford, Chuck Jarecki, and many others from the RAF who have spent literally thousands of hours, as well as thousands of their own dollars to personally make the contacts that caused this come about.

The professional approach John and the other volunteer Board members have adopted, and their willingness to sit down and personally present the RAF's case to our elected representatives, as well as to the managers of public lands in a logical manner, are largely responsible for this big step forward.

If all of us who value back-country aviation throw our support behind these guys, I believe this is only the beginning.

**Mike Todd, Yelm, WA**

### **More on US HR 1473;**

### **Russian Flat Opening:**

Outstanding! I couldn't be more impressed than with what this organization accomplishes.

Congratulations and take care.

**Gordon Rock,  
Mercer Island, WA**

### **Russian Flat, new airstrip on US Forest Service land–**

### **From USFS Region 1 Supervisor Leslie Weldon, Missoula, MT:**

I recently had a conversation with members of the Recreational Aviation Foundation regarding their organization's goals and opportunities for working with the FS.

This group is focused on recreational access for general aviators on a variety of public lands. I know some of your units have been engaged with this group - they are a source of expertise and are interested in knowing of Forest Service activities that concern recreational flyers and asked me to forward contact information to you and to your District Rangers and Rec Staffs.

I recently saw a great example of the work they have done with us. The Lewis and Clark NF, Judith RD has recently completed a partnership project involving design and construction of a new airstrip at Russian Flat - nicely done.

Please pass this information to your Rangers and Rec staffs.

Thanks,  
Leslie

# *AOPA Summit, Long Beach–* **Hundreds sign on to support RAF**

Your hardworking RAF event crew worked overtime before and throughout the whopping AOPA Summit Nov 11-13 in Long Beach, CA.

Leading up to the event was the hand-off of the brand new RAF-logo camping gear, supplied to AOPA's Waco cross-country team of pilot Dave Hirschman and photographer Chris Rose.

Regional RAF delegates



*RAF vice president Dan Prill (in red), hands new RAF camping gear to AOPA president Craig Fuller for the Waco team to enjoy on their cross-country flight.*

hosted the pair in New Mexico and Utah, treating them to loads of western hospitality, and in return, enjoying the flight of the beautiful Waco vicariously. RAF's contract videographer Jim Clark of Dejavue Video Services was assigned tough duty – to video its graceful flight over some of Utah's most beautiful recreational land on its journey from Frederick, MD to Long Beach. See:

<http://www.recreationalaviationfoundation.org/#aopawaco>

The two round tables hosted by the RAF during Thursday's Dine-Around were the life of the party. George and John Kounis of *Pilot Getaways* magazine and RAF president John McKenna and his wife Tricia entertained



*AOPA's pilot Dave Hirschman and RAF president John McKenna in Utah with the WACO – photo by Chris Rose, AOPA*

guests hailing from Florida, Texas, Washington state and California. Table talk centered around flying and wines, but the RAF hosts managed to toss in some fun and a raffle for a mens' and a ladies' vest emblazoned with the RAF logo.

Although there were several exciting venues including the Queen Mary and nearby Long Beach airport – site of Airportfest – the RAF crew hardly had a chance to leave the popular booth with its attractive camping theme.



*Summit Dine-around party. Standing, left to right: Julie Walker, AOPA; John McKenna, RAF; George Kounis, Pilot Getaways; Beth Chapple, Washington State; Hedio Lobo, CA; Sue and Lad Linthicum, TX; Seated left to right: Tricia McKenna, RAF; Lois and John Arie, FL; Ron Wright CA, and John Kounis, Pilot Getaways.*

*RAF Board goes the distance—*

# 2010 – A Year of Energetic Advocacy

Take the word “policy”, add “planning review process” and your audience will give you a glazed-over look. But RAF volunteers have endured many hours of Federal policy meetings, advocating for recreational aviation. As president McKenna says, “It’s not the backcountry, but it’s necessary.”

While joining roundtable discussions, the RAF board and liaisons invariably meet folks who soon become friends, and share their passion for flying.

RAF’s Tim Clifford and John



McKenna met with Congressman Sam Graves, R-MO in DC. Graves won re-election and is the new chair of the Congressional G.A. Caucus on Capitol Hill. Graves is an enthusiastic aviation backer and RAF supporter.

## US Forest Service Planning Roundtables

RAF board members, liaisons and other volunteers individually attended several Forest Service meetings intended to collect public input on new planning guidelines for future uses of the nation’s forests. Dan Prill attended three such meetings in DC accompanied by AOPA’s John Collins; RAF directors Jerry Cain and Chuck Jarecki, and RAF Lands Coordinator Jon Hudson attended meetings in Montana; Rol Murrow and NM

RAC and NMPA reps including Joyce Woods, Dave Hamann, Ron Krohn, participated in New Mexico, escalating awareness that aviation should be included in the planning guidelines. WA state liaison Bob Kay attended in Portland, OR and the third and final meetings at the USFS in DC on the rule planning.

## Powder River Training Complex

RAF president McKenna submitted hard-hitting comments opposing the expansion of an MOA in eastern Montana. The RAF supports proper training of our armed forces, but the proposed expansion of the Powder River MOA is “unacceptable” McKenna writes, adding, “Public safety is compromised . . . ranchers use small aircraft to inspect their cattle . . . this proposal puts others at risk. The RAF is concerned that if and when the organization wishes to build an airstrip under the MOA, there will be opposition from the MOA administrators.

“On behalf of the RAF, I urge you to delay the Powder River MOA expansion until all the concerns of Montana’s aviation community have been resolved,” he concludes.

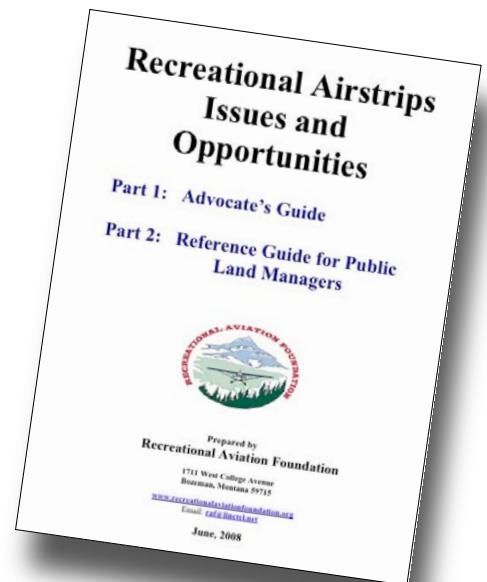
## America’s Great Outdoors

The Obama administration held listening sessions regarding its America’s Great Outdoors initiative. RAF volunteers attended and offered input. Secretary of the Interior Ken Salazar and other officials from federal and state government participated. Rol Murrow attended a work session led by

USDA Under-Sec’y for Natural Resources and the Environment Harris Sherman, pointing out the importance of maintaining and promoting aviation access to public lands.

## Reference Book Available

The RAF publication “Recreational Airstrips, Issues and Opportunities” is now in its second edition.



Part 1, “**Advocate’s Guide**”, is a wealth of information for pilots to bolster efforts to save airstrips. Landing on Federal Lands, effective participation at public meetings, writing effective letters, opportunities on State and private lands, and much, much more.

Part 2, “**Reference Guide for Public Land Managers**” is intended for the public lands manager making decisions that include recreational airstrips – information the pilot should submit into the public record when there is an airstrip issue on Federal land.

The publication, in either a three-ring binder or in PDF format, can be requested at:

[cjarecki@theraf.org](mailto:cjarecki@theraf.org)

# *Bolstering basis in sound environmental science—* **RAF enlists noted scientists**

RAF leadership proudly announces the formation of its Environmental Science Advisory Committee. Leading the team is **F. Richard Hauer**, Professor of Limnology at Flathead Lake Biological Station (FLBS) and The University of Montana - Missoula. He joined the faculty of UM in 1986 and has conducted ecological and environmental research in the mountain regions of North and South America from Alaska to Tierra del Fuego, Argentina and Chile. His research interests encompass the fields of stream and river ecology, which by their nature and scope span a broad array of subdisciplines (e.g., geomorphology, hydrology, nutrient cycling, bioenergetics, energy flow through food webs, and population and community ecology).

Hauer has taught Stream Ecology at FLBS since 1983 and authored over 100 scientific articles appearing in international journals. He is the lead author/editor of the book *Methods in Stream Ecology* (1996, 2006), the most extensively used textbook in the topic of stream and river ecology worldwide.

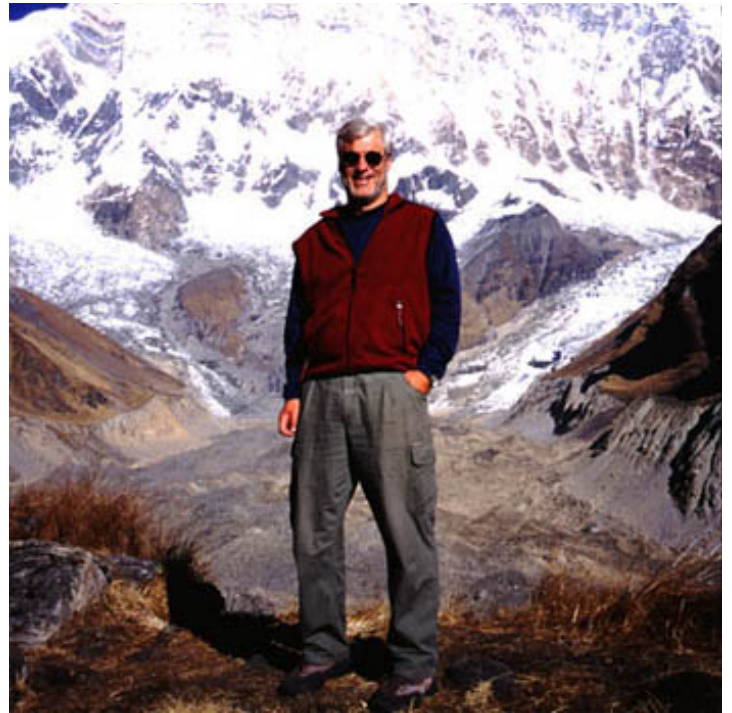
Hauer is also a pilot holding a commercial SEL and flies a Cessna 185 for pleasure and business.

Filling out the scientific team is **Andy Turner** who was introduced to aviation with his first flight at two weeks of age in the rear seat of his parent's Tripacer. Turner grew up fishing and hunting, and was surprised and delighted to discover that one could actually get *paid* to work in Fisheries and Wildlife.

He earned degrees in Biology and Zoology at Wittenberg University, Ohio State University, and



*Dr. Andy Turner (courtesy photo)*



*Dr. Richard "Ric" Hauer (courtesy photo)*

Michigan State University before moving to Florida to conduct research in the Everglades. In 1997 he moved to Clarion, PA and began his present job as a professor at Clarion University.

His research is broadly focused on the community and ecosystem ecology of lakes and streams.

Turner teaches courses in Ecology, Fisheries Biology, Limnology, Biostatistics, and Environmental Issues.

A 25-year pilot, he has logged over 2,000 hours. Much of his flying involves finding out-of-the-way airstrips where one can camp and access remote areas. Turner family vacations invariably involve exploring new landscapes in their Cessna 172. Summer flights may take the family to the back-country of Montana and Idaho; winter vacations take them to the coastal Carolinas, Georgia and Florida.

Turner is currently building an RV-10 to haul his family across the country. His wife Sharon is an astronomer on the faculty at Clarion, and together they are the proud parents of two-year-old twins Joshua and Caleb. Turner is excited to have the opportunity to combine his two greatest passions, the outdoors and flying, by working with the RAF.

Both men will contribute on a volunteer basis.

## Meet John Nadeau, RAF State Liaison for New England

“Since getting my pilot license in 1989 I have constantly read about airport closings. Then the RAF pops into view and they are not only preserving airports, they are creating them!” says John.

He was hooked on the RAF mission to preserve those ‘airstrips less traveled’, saying, “it’s something any pilot of any experience level can lend an important hand.”

He sent a check, and found himself in a bright orange shirt working the booth at Sun ‘n’ Fun.

Working with the RAF volunteers was “that good kind of work that makes you tired at the end of the day, but also quite happy,” according to John, who feels RAF volunteers work harder at volunteering than most folks work at earning a living. “It was wonderful meeting the RAF Directors and state liaisons. At the end of only a few days in Florida I felt like I had known these folks for many years.” John thanks them for starting the RAF, dedicating so much time



*Nadeau (in orange shirt) at his local hangar meeting – you usually see him in a crowd of happy people*

and energy to the mission, and for “allowing” him to participate. John flies a Cessna 172 and lives with his wife Ann Marie in Acton, ME.



## Meet Shane Gorman, Nevada RAF State Liaison

Shane and his wife Sue live in Reno and keep their Citabria hangared at nearby Truckee, CA. Shane is retired from a technology company in Silicon Valley, moved to Lake Tahoe for five years and then to Reno for the past six years. They have a daughter, 29, who lives in the Bay area and teaches special ed and a son, 24, enrolled in an MBA program. Sue is involved in charitable work in Reno and also teaches botanical art part time.

Shane enjoys flying in all the western states but particularly Utah, Idaho and Montana. “I am essentially retired and keep busy as an active CFI for primary students and then contribute time to non-profits when possible.” Shane said.

Shane has been busy leading RAF efforts in Nevada, and will be attending the US Sport Aviation Expo in Sebring, FL in January on behalf of the RAF.

*Next issue: Meet New Hampshire Liaison John Zanchi*

# *A Passion for Protection—* **Why modify your state's RUS?**

by New England Liaison John Nadeau



Life can be very good when you are a pilot. There I was, watching a Maule approaching my very own 2,400 foot grass airstrip in Acton, Maine. The land had been bought at auction and was only a mile from our family vacation home on Wilson Lake. I watched the Maule from the hangar where our Skyhawk, was safely parked.

The bliss was abruptly cut short with the thought: What if that Maule catches a wingtip on a tree coming in? That pilot's heirs are going to come after everything I own.

There was always some pilot asking to use our airstrip. Like a moth to a flame, those flying over would often land to investigate. For ten years it was all great fun, but that one worry truly was disturbing my sleep.

I had two hard and fast rules for the pilots using our airfield: 1) If you are going to hit anything, hit the trees on the end of the runway because we don't own them; 2) No one gets hurt – or worse – on the airfield for any reason whatsoever. Then I read

in *AOPA Pilot* about some pilots in Montana who had formed the "Recreational Aviation Foundation" and got a law passed that helped protect private airstrip

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The bliss was abruptly cut short with the thought: What if that Maule catches a wingtip on a tree? That pilot's heirs are going to come after everything I own.

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owners from liability issues in Montana. I looked at their web site. At some point along the way I sent a donation and became an official RAF supporter.

I learned from the RAF that many states do not include aviation in their recreational use stat-

utes (RUS) that do list risks like hunting and snowmobiling on private land. This seemed like a wonderful idea and I felt that we really needed this law in Maine. It took two years, but with effort, persistence and guidance from RAF we added "noncommercial aviation" to Maine's RUS. During that process I learned that I really like the culture of the RAF – happy and fun volunteers that always take the high road when trying to protect and promote pilot access to airstrips.

The RAF is now enlisting other State Liaisons to further the mission with a dedicated effort to add "aviation" to those state's statutes that do not yet include aviation.

Life is good when you are a pilot, but it is even better when you wear an orange shirt with the RAF logo. And you can sleep better at night, knowing you have some protection from the consequences of that Maule up there in the treetops.

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## ***RAF Poised for Growth***

The RAF has announced its search for an Executive Director to facilitate the new challenges in its advocacy of recreational aviation and airstrips across the country.

The Board staged its "RAF Teton Summit" August 15-17 near Driggs, ID, and over a two-day retreat of nitty-gritty discussions and working meals, charted its ambitious course to the future. Experts in non-profit organizations, along with executives from GAMA and AOPA were invited to assist in expanding the RAF strategic plan.

"Our work has clearly sounded a chord with pilots. I want to thank our dedicated all-volunteer board, the many individual pilots and partner aviation organizations who have helped our mission so far," RAF president McKenna stated, adding, "we're excited to expand our efforts to promote access for some of the most rewarding flying in America."



*The RAF "Teton Summit" group takes a photo break. For details go to [www.theraf.org](http://www.theraf.org)*

# State Reports

## Idaho Report

—Paul Collins, MD, IAN Liaison

The year has been a very productive one with the RAF and others. Probably the best step was the opening of the Reed Ranch Airstrip!

This was a multi-year effort by Idaho's Division of Aeronautics, and it was no small push. Nonetheless, it is now re-opened and a wonderful place to visit. J.V. DeThomas of the State of Idaho was one of the biggest "movers" who tenaciously kept the focus on getting this done, and he did. The RAF was there too!

Ongoing discussions focus



Volunteers raise the new windsock at Reed Ranch

on maintenance of the various airstrips. RAF folks have been involved on multiple levels, some quietly unsung, to keep the airstrips just what they have been built as – airstrips. The ongoing push by various agencies to close these airports or render them un-usable by encroachment continues – Dewey Moore airstrip is a good example – there are many airports in Idaho worthy of protection.

True to their mission, the RAF kept the attention on the need for these wonderful airstrips, and with actions like House Resolution 1473 supporting them, the future of recreational aviation is more stable than it ever was.

Please, as this year closes, take a minute to give your support to the RAF to continue this ongoing critical activity. Activity that anyone flying Idaho loves and appreciates.

## Montana Report

—Ron Normandeau, Montana State Liaison

So much activity concerning recreational airstrips has taken place in Montana this past year it is hard to pick a beginning. The Recreational Aviation Foundation, in addition to the national activities, has been very busy in Montana.

The RAF was successful in securing an agreement with the US Forest Service (USFS) to include areas at both ends of Ryan Field runway in the fuels reduction contracts. The encroaching timber has now been removed, resulting in a safer, less steep approach angle to the landing strip.

The airstrips in the new Missouri River Breaks National



Ralph Rogers, John McKenna, and Scot Newpower take a break to enjoy barbecue at the Missouri Breaks work party

Monument (MRBNM) now have official FAA airport designations and will appear on the Great Falls Sectional Chart at a future revision date. The airstrips are listed in the FAA's directory of airports and you can get particulars for the airstrip you choose to visit.

At the summer maintenance party held at three of the MRBNM airstrips, the RAF hosted a barbeque at the Cow Creek Airstrip provided by RAF/MPA member, Ralph Rogers for the members of Montana Pilots Association (MPA) who participated in the work party.

Another milestone this summer was the opening for public use of Russian Flat airstrip in the Little Belt Mountains in central Montana. In cooperation with Montana Pilots Assoc., funding and oversight was provided by the RAF for construction. A grand opening is scheduled for next summer. Ongoing maintenance will be provided by MPA volunteers – the MPA Central Montana Hangar has officially received maintenance planning responsibility from the MPA Recreational Airstrip Committee (RAC).

Members of the RAF participated in USFS round tables at the regional level for discussions concerning the design of a new Forest Service Planning Rule to replace the 1982 rule, the only working rule, in effect from that time. We were proud to literally take a place at that table, and continue to advocate for recreational aviation on public lands.

## New England Report

—John Nadeau, New England Liaison

In New England we are continuing to build our base of supporters. This is bringing in new aviators who provide RAF with contacts to both public and private persons who can help further the RAF Mission.

In **Maine** we are working with the folks at the newly-reconstituted Maine Aeronautics Association to re-open several airstrips that have recently closed. In **New Hampshire** we have a new RAF State Liaison,

# State Reports *continued*

John Zanchi who brings RAF a great deal of energy and a long history of recreational aviation activity in New England and beyond. In **Connecticut** Bogdan Gutowski and his daughter Loren have begun contacting private airfield owners in their state to begin the process of adding aviation to the Recreational Use Statute there. **Massachusetts, New Hampshire and Maine** now have aviation included in their RUS and we are planning to reach out to airfield owners in those states to inform them of the statute, to poll them regarding pilot access to their airfields, and to ask if they are having difficulty with airstrip maintenance. If needed, we hope to coordinate our growing base of local RAF volunteers to assist with maintenance of those airfields where pilot access is allowed.

RAF is also providing help and guidance nationally to states who are working to include aviation in their state recreational use statutes to limit private airstrip owner liability. Presently there are efforts in various stages of the process in **Connecticut, Florida, Washington, Michigan, Minnesota, New Mexico, and Wyoming.**

RAF has developed an RUS Process Outline that can be made available to anyone interested in beginning such an effort in other states.

## **New Mexico Report** **–Rol Murrow, RAF Director and New Mexico State Liaison**

We've been busy in New Mexico! The NM Recreational Aviation Committee (RAC) is now an integral part of NM Pilots Assoc. and organized our first New Mexico backcountry fly-in – an outstanding success.

NMPA VP Ron Krohn reported that about 25 aircraft came from New Mexico, Texas, Arizona, and Colorado bringing 40 visitors to USFS Negrito Airstrip in Gila National Forest, in a pristine outdoors setting.

Duane Truitt coordinated with the USFS and prepared a safety briefing that was sent to participating pilots. Dave Hamann coordinated events in advance and directed tiedown parking.

RAC leader Larry Filener and

Our team enjoyed working with the US Forest Service on this event and it shows how through volunteerism and mutual support we can bring value to the Forest Service as a partner in their efforts to conserve our forests.

Other RAC activities include collecting information on uncharted airstrips in NM for the new NMPA and RAC website to be unveiled soon.

Ron Krohn reports State Rep Jim White will introduce legislation



*Enjoying the campfire and the cooking at Negrito Airstrip*

committee members served coffee, juice, pancakes and sausage Saturday morning. Ron Keller drove a pickup loaded with food, supplies, and cooking equipment. Several pilots flew out to other airstrips in the area, including Beaverhead, Me Own, Glenwood, and Jewett Mesa. Saturday's dinner was burgers, dogs, beans, pasta salad, sodas and cookies.

As evening fell, Clayton and James broke out their guitars and entertained around the campfire with un-plugged country music.

Sunday a new windsock provided by the NM's Aviation Division was raised. The committee is preparing a schedule of fly-ins for 2011.

for an amended Recreational Use Statute adding specific recreational activities to the existing liability relief statute. It will include aviation, thus protecting airstrip owners and encouraging them to open their strips for public use.

In November, the RAF provided support for AOPA's Waco flight from Maryland to its Summit in Long Beach. I worked with NM RAC leaders to host the crew at Mid Valley Airpark in Los Lunas. Dave Hamann coordinated arrangements and Larry Filener flew a support mission accompanying the Waco to Utah for a video shoot.

*Continued – pg 11*

# State Reports *continued*

All in all this year has been a great one for backcountry flying in New Mexico and the Southwest.

## Washington Report

– **Bob Kay, Liaison**

2010 was a busy year for the RAF- Washington beginning with a strong presence at the NW Aviation Conference in Puyallup, WA in February. RAF-WA



supporter Mike Todd and I helped visiting RAF board members and their spouses set up the booth in the Fairgrounds building (Mike owns the pretty polished aluminum Cessna 180 you see in many RAF images). We all enjoyed meeting lots of Northwest RAF supporters and signing up new supporters.

I joined other RAF volunteers at the Montana Aviation Conference March 5-7 in Missoula. We met lots of good friends of the RAF there and made some solid contacts for help with future RAF-WA projects.

April brought Sun 'n' Fun in Lakeland, FL. Wow, what a week! Quite a few RAF supporters and contributors were there from my state of Washington. We signed up quite a few more enthusiasts from all over the country.

In November, the RAF volunteer road show team prepared for AOPA Summit in Long Beach. The interest in the RAF mission was amazing. We made contacts with supporters from all over the country.

I'm convinced that as we work Washington and NW recreational aviation issues, some of these contacts will be contributing to our success.

During the year RAF-WA joined with the Washington Pilot's Association and other Washington-based aviation groups taking on issues such as the proposed airplane excise tax revision, the Ross Lake seaplane usage ban, and others.

I represented the RAF at two USFS National Planning Conferences in DC and another regional conference in Portland.

2011 promises to be another very busy year for RAF-WA. We'll be trying to get you involved through our Yahoo online group. If we have your email address, you will be contacted with details how our group works. It's up and running but at this point, underutilized. If you are already signed up for it, you should see some activity this year.

An important project for RAF-WA in 2011 involves the state Recreational Use Statute, (RUS) with the goal of including aviation in Washington's existing statute to limit landowner liability. Refer to the RUS link on the RAF website: [www.theraf.org](http://www.theraf.org)

We also will select a site and date for an RAF-WA fly-in; one that will be fun and provide an opportunity to meet each other in a manner that doesn't involve electronics and telephones!

We'll be manning the NW Aviation Conference and Trade Show RAF booth February 26-27 again in Puyallup. We hope to see lots of RAF-WA supporters there and put some faces to the names. If you'd like to volunteer to help with the booth, let me know at [rkay9086@msn.com](mailto:rkay9086@msn.com).

## Florida Report

– **Tim Clifford, RAF Director and Florida Liaison**

Winter has arrived here in Florida and yes, that means four months of *perfect* flying weather! Recently a friend with whom we often camp while flying in Idaho and Montana, lamented that summer was "so far away." My response was – take away the mountain views and what can the west offer that Florida doesn't?

My point is that recreational aviation could not be better than here in the Sunshine State. We have destinations that offer hiking, camping, beaches (try to find one of *those* in the aforementioned states!), rivers and much more.

We've been busy searching the state for both public and private partners to expand recreational airstrip destinations. I am pleased to report that we are finding interest even at the state level. Last week I flew to Tedford Airstrip (31FL) near Melbourne to visit the Allen Brouard Conservancy and Florida Eco Safaris. They have a 3,000 ft. grass strip that is in fair condition; camping with hot showers, hiking, horseback riding and many other activities. Check it out at [www.floridaecosafaris.com](http://www.floridaecosafaris.com) You need to call for permission to fly-in.

With the election behind us, it is time to find a state legislator who will sponsor amending our Recreational Use Statute to include aviation activities. If you know of an aviation or land use advocate in the legislature please let us know.

Early in 2011 we are planning a Florida fly-in to discuss RAF ideas and projects in the state. We'll let you know when plans are firm.

## The Recreational Aviation Foundation

was formed in 2003 by a group of pilots from western states in response to a disturbing trend to exclude general aviation from public lands through closures of backcountry airstrips. Now pilots from coast to coast and north to south have joined in. All see their mission as the need to maintain and preserve existing airstrips, acquire and develop new airstrips, and promote safety in the use of these airstrips.



### To Support RAF:

It's now easier than ever to become a supporter of this important effort to preserve and create public use recreational aviation facilities for future generations. Use the secure "Donate now" button at [www.theraf.org](http://www.theraf.org) or mail in your **tax-deductible** contribution to: Recreational Aviation Foundation, 1711 W. College, Bozeman MT 59715.

## Have some fun with the RAF and WIN A PRIZE! Photo Contest: "Where in the world is the RAF?"

Send us a photo of you with your RAF logo wear and a sentence on why you support the RAF. Contest ends May 31, 2011. Prizes for three categories:

Most remote location; Creative use of RAF logo gear; RAF in a Social environment.

Send jpgs to [mmckenna@theraf.org](mailto:mmckenna@theraf.org) Please put RAF PHOTO CONTEST in Subject line.

*So, you adventurous shutterbugs send in your photos.*

*No photo-shopping – only unretouched photos, please.*



## RECREATIONAL AVIATION FOUNDATION

1711 West College  
Bozeman, Montana 59715

**406-582-1RAF (1723)**

[www.theraf.org](http://www.theraf.org)



### IN THIS ISSUE–

- RAF signs supporter from 50th state
- RAF Appoints Science Committee
- AOPA Summit summary
- Advocacy efforts throughout the year
- Meet New England and Nevada

#### Liaisons

- Teton Summit–RAF poised for growth
- State Reports–

Montana's Russian Flat opens  
Reed Ranch re-opens in Idaho  
NM site of successful Fly-In  
RAF -Washington gains speed  
New England on a roll to fix  
Recreational Statutes