



Preserving, maintaining and creating airstrips for recreational access.

RECREATIONAL AVIATION FOUNDATION NEWS • ACTION

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Donors across the country provide funds— Two Hearted River airstrip now open to public

RAF Michigan Liaison Brad Frederick learned about an abandoned Civilian Conservation Corps airstrip in the Lake Superior State Forest in Michigan's Upper Peninsula from Michigan Dep't. of Aeronautics. It's where Ernest Hemingway's "Big Two Hearted River" joins Lake Superior. Mouth of the Two Hearted River State Forest Campground and Rainbow Lodge are nearby.

Frederick and his wife drove six hours from their home in central Michigan to scout the area, what Frederick calls "typical beautiful UP jack pine forest with some maple trees mixed in." He was convinced it warranted the effort to reclaim the airstrip for easier access to this recreational gem where inland lakes teem with walleye and perch.

The old CCC airstrip adjoins Rainbow Lodge property, and a lease of two parcels was approved the Dep't of Natural Resources to create one longer and safer runway.

Public responds with donations

The RAF Board granted half of the funds required, and on Valentine's Day 2012 launched the "Have A Heart" fundraiser, challenging folks from across the country to donate the other half.

"In about thirty days we had the funds we needed," Frederick said. The contractor completed his work, and the grass grew all summer. The State Aeronautics team lead by Randy Collier showed up with transit and yellow cones to lay out the new runway before snow covered the area. "Winters are long in this area, but Spring 2018 arrived,

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RAF hosts Two Hearted Airstrip Grand Opening

To celebrate this addition of another premier recreational destination, the RAF hosted a ribbon-cutting July 7. Fifteen aircraft flew in, and Michigan Liaison Brad Frederick grilled hot dogs and served lemonade to the crowd.

"Come for the day or camp, overlooking Lake Superior, the largest body of fresh water in North America," Frederick says. "Check weather and wind carefully," he advises. "Lake Superior has great influence over surface weather and aloft." The airstrip is rough and undulating, so be mindful of prop clearance. Cell service is not reliable, "after all it's in the 'boonies' of Michigan's Upper Peninsula, the Land of Hiawatha and Gitche Gumeé."



US Senator requests opening USFS airstrips

During his address to the AOPA crowd in Missoula, US Sen. Steve Daines, R-MT announced that he delivered a letter to Secretary of Agriculture Sonny Perdue, requesting he consider re-opening a select number of US Forest Service airstrips lying within the Bob Marshall Wilderness Area.

In the 1930s the USFS established and used nine widely dispersed pastoral airstrips to fight fires and re-supply Ranger Stations — saving hours by mule-train — until the USFS administratively closed them after the 1964 Wilderness Act.

The Senator emphasized the importance of these airstrips to the safety and management of our public forests. "The law is clear that the Secretary of Agriculture has the authority to consider each, and permit access to these established airstrips," Daines said. "We know access by air creates very low impact, and it's also clear that these airstrips are especially valuable in search and rescue and fire fighting," he added.

The Senator stressed that the RAF and its corps of dedicated volunteers has "proven the viability of public/private partnerships. This arrangement saves taxpayer money on maintenance to keep them in a safe condition."

Response to pilot demand – RAF launches interactive Airfield Guide

You have asked us for a nationwide guide full of recreational airstrips and the RAF is pleased to announce that the *Airfield Guide* has been released for consumer use on desktop or mobile devices.

A private developer and RAF member has assembled data and video for an interactive online repository of "out-of-the-way" airfields with special recreational appeal. Use the Airfield Guide for comprehensive planning of your recreational flights. Each airfield listing includes Overview, map, photos/

video, nearest weather, profiles and relevant links, including Relative Hazard Index (RHI) ratings similar to those found in [Galen Hanselman's](#) handy full-color print airport guides.

The geographic region covered is expected to grow as more airfields are added. We welcome your feedback about the site.

See [Airfield.guide](#) to register free of charge, and begin planning your next adventure — brought to you by your friends at the RAF in association with Tailwind Aviation Foundation.

New places. New adventures.



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*The RAF also enlists Ambassadors to represent the RAF at events.
The current list can be found on page 6.*

Chairman's Message – "Why" builds passion currency

– John McKenna



"For those who get it, no explanation is needed. For those who do not, no explanation is adequate," RAF member Jerry Wilke says.

Those words speak to the *why* of the RAF. Strange as it may seem, *why* was always clear to those of us who started the RAF. We knew we had to step up quickly, or many of our treasured flying destinations could be lost. What we did not know was *how* we were going to reverse this troubling trend or how big the task was. But the *why* was all we needed to roll up our sleeves and begin together.

We operate differently than many organizations, both in and out of aviation. We must operate with volunteers rather than a paid staff to do our work. The passionate have found their way to the RAF, and work they do. Whether it is building an airstrip or building an outhouse, shaking a hand, or extending one, the RAF advances its mission with passion. Our portfolio is well balanced when it comes to passion currency.

We consistently get asked *why* we do the things we do. Apple didn't start out to build a better computer. In the 1980s world of mainframe computers, Apple understood that if they offered common people an affordable personal computing device, Apple would thrive. They understood *why* before they figured out *how*.

An organization requires clarity about *why* they do their work. Over the coming months I will be sharing with you "My Whys" because I am confident the RAF can only get stronger with our knowing precisely why we exist, working and recreating together, protecting what we love, at the same time enjoying new friendships and sharing and caring for one another.

Through this next year I'd like to join hands with you so we can bring all the clarity we can to the RAF mission. With that clarity will come conviction and then confidence for us to do all we can to preserve, maintain and create airstrips for recreational access.

– John



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and it was time to open Michigan's newest Public Use airport to all who love recreational aviation. Come visit!" Frederick said.



Flying to Two Hearted airstrip

Two Hearted airstrip (6Y5) is 20 miles north of Newberry, MI and Luce County Airport (ERY) which has 100LL and Jet A.

Currently Two Hearted is 2,200 ft x 75 ft. After more work is done, the strip will be 2,400 ft long. It has clear approaches on both ends thanks to the 2012 fire. "It's not a pool table to land on but it's not just for tail draggers. It was lengthened with 172s and Cherokees in mind," Frederick said. Consider prop clearance, and please see the Safety Briefing [here](#). CTAF at 6Y5 is 122.9

The closest aviation weather reporting (AWOS) is Luce County Airport (ERY), phone 906-293-2979; in the air it's 119.525.

Consider Two Hearted seasonal, typically May to October.

Helpful links:

[Luce County Airport](#) is nearby with fuel and facilities.

[Rainbow Lodge](#) is adjacent to strip, with cabins for rent.

[Mouth of the two Hearted River State Forest Campground](#)

[Perfect Fly](#) for gear and local fishing knowledge.

Study underway to examine effects of recreational aviation

The RAF strives to base its actions on the best science available. In 2014, the RAF launched a two-year study to determine if GA activity noise affects wildlife in the backcountry. Based on the results of that study, it was determined that there is no significant increase in stress levels among wildlife due to recreational aviation activity.

The RAF has again engaged Environment and Science Advisor Dr. Ric Hauer to undertake a separate study to determine the impact GA airplanes have on lands as compared to other modes of transportation. Dr. Hauer is collaborating with the University of Montana School of Forestry to formulate the research questions.

Details on this study will be made available in the coming months.

See the RAF Home Page – click [here](#) to view all the places the RAF has had an impact!



Each month the RAF website features a special airstrip. One may inspire you to plan a flight and discover a new recreational destination!



Guest Essay – Crashing Airplanes Is So Yesterday

– Leighan Falley,

Excerpted from her June 18 post on [blog.AOPA.org](#)

At a recent fly-in, a competitor in a STOL event damaged his aircraft. A heated exchange raged between two factions: those who thought wrecking an airplane was ludicrous, and those who believed that crashing was part of the overall flying process. I was fascinated, and it got me to thinking about the current culture of Alaskan aviation.

Things have gotten a lot better since the "bad old days".

However, there still exists a hero-worship of the hero aviator . . . and a rhetoric that things like bending metal, pushing weather, and high stakes are inevitable. I've heard countless war stories in bars and at fishing holes across the state.

A western Alaska pilot friend told me of an elderly Yup'ik woman who would pray before every flight to her village, running rosary beads through her gnarled hand. "They'd all had someone die in a plane crash," he said. To me, this simple tale highlighted the sinister consequences of crossing that line where risk outweighs reward.

But times have changed. I feel like I speak for many in the aviation community that crashing airplanes has become passé. What used to be a badge of honor is now a black mark: in the eyes of the FAA, most employers, and among my flying friends.

Early on in my flying days, I had to land dead-stick on a river bar because of carburetor ice. I was able to fly home unharmed, but badly shaken, after allowing the ice to melt. After tying the bush plane down and running my hands over the empennage gratefully, I went to find my flying mentor. I thought he'd be proud of how well I performed in a critical situation. Instead, he was deeply disappointed. It should have never happened in the first place. His reaction taught me a valuable lesson, one that I carry with me every time I fly.

When I was first learning to fly, my CFI walked into the room and dropped an enormous, squat book on the table with a thump. "Wh-what's that?" I stammered. "That's the rules," he said. At first I loathed the FAR/AIM. In my idealistic, juvenile understanding of aviation, I'd seen it as an impediment on my journey toward the freedom of the skies. These days a copy sits on my nightstand. I have grown to admire this publication and the philosophy it represents.

We would never leave the ground if there didn't live a little boldness, daring, and bravado in our hearts. But the line that cannot be crossed is more like a cliff. If recklessness should cause us to teeter over the edge, there may be no return from the void on the other side.

So give me a new rhetoric. A lack of war stories is a good thing. And with all due respect, I tire of the hero-worship of "famous pilots" that have crashed so many airplanes. That legacy has little to do with modern aviation. However, I do not think that we, as the pilots of today, are sissies, either. I think we have more information at our disposal, better equipment to fly, and (most importantly) are more cognizant of target risk. In today's world, I would like to think that we operate at a threshold of boldness that gets the job done without bending anything.

There are old, bold pilots . . . and I want to be one.



Leighan Falley is a native Alaskan, and flies commercially for Talkeetna Air Taxi.

Photo from Talkeetna Air Taxi website.

RAF Keystone Connection education conference—



The RAF's 2018 biennial educational conference, "Keystone Connection" began in State College, PA May 17 and concluded May 19 after a weekend of education and networking for volunteers. RAF Secretary Alan Metzler and his family hosted the wrap-up barbecue in their pastoral Reedsville hangar. Education continued right up to the dinner bell, with presentations on survival gear, and how to create a safety briefing.

State Liaisons, RAF Ambassadors and other key volunteers attended, with Oregon State Liaison Richard Mayes and his wife Sarah taking long-distance honors. Sarah serves as one of the RAF's VP's of Appreciation, as does Patricia Tyler who attended with her husband, RAF Vice President Jack Tyler from Bozeman, MT. Volunteer Coordinator Erin White, National RUS Liaison John Nadeau, and all nine RAF directors were also there.

Special guest speakers were Red Bull air racer Michael Goulian, by special arrangement of RAF Director Todd Simmons; AOPA's president Mark Baker and Tom Haines, AOPA's Editor-In-Chief and anchor of AOPA's *Live This Week*.

Former undersecretary of Agriculture Robert Bonnie spoke candidly about the new Forest Service model of Public scoping and the importance of the RAF participating in the planning process to assure aviation is included.

The group was apprised of the development of the new Airfield Guide, a powerful interactive database for planning recreational flights. *See story on page 1.*

Private airfield ownership was examined, focusing on ways to assist landowners who may be considering public access on their land.

The "Wind Beneath Our Wings" award was presented to Publicity Liaison Carmine Mowbray. The award recognizes a person who puts forth extra effort to support the RAF mission. Previous recipients are Tricia McKenna, Brad Frederick and Ron Normandeau.

"The one thing that stands out in all of this is the people who represent the RAF, and what we accomplish together," Chairman John McKenna said.

The RAF thanks these generous industry sponsors who stepped up to help make this conference possible:

Avidyne Avionics
Burwell Enterprises
Cirrus Aircraft
CubCrafters
Data Network Group, Inc.
GE Aviation
General Aviation
Manufacturers Assoc.
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Hartzell Propeller
Lycoming
Metzler Forest Products
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Piper Aircraft, Inc.
Redbird Flight Simulations
SuperCub.org
Wipaire, Inc.

Hartzell hosts RAF again at Airventure



The RAF is pleased that our friends at Hartzell Propeller invited to join them again this year for AirVenture at Oshkosh. Join TEAM RAF on the rooftop patio above the Hartzell Propeller showroom. We'll treat you to coffee and a selection from our Donut Wall Thursday July 26 from 8:30-11am. See you there!

RAF efforts lauded at June AOPA Fly-In

Aircraft Owners and Pilots Association (AOPA) hosted the first of its 2018 regional Fly-Ins at Missoula International Airport (MSO) June 15-16, bringing hundreds of visiting aircraft to Montana's Big Sky.

The RAF display — anchored by Jon and Berkely Hudson's glistening Cessna 180 — was a popular stop, and most of the conversation centered around places to fly for backcountry recreation.

Montana's US Senator Steve Daines greeted the Friday evening dinner crowd with a big shout out to RAF Chairman and co-founder John McKenna "for all the work you and the RAF do to create access to the backcountry." At this, the crowd cheered and clapped. The Senator knew that many were there specifically to enjoy AOPA's hospitality among the beauty and recreational opportunities that access by air offers. Nearly a dozen took part in the fly-out to some of the backcountry airstrips where the RAF and Montana Pilots Association cooperate on maintenance work parties.

Friday's rains held off until after the STOL demonstration, in part sponsored by Stene Aviation of Polson, MT. Pilots in Huskys, Cubs, Cessna 180s and 185s and Bob Hoff in his red Beech Staggerwing wowed the crowd with short takeoffs and landings. Friday's grand finale was Neptune's demonstration by a four-turbine BAe146 retardant/water bomber, one of their fleet that is replacing the Korean War-era P2Vs.

Saturday's event continued until some departed for the gathering at scenic Seeley Lake (23S) organized by RAF Montana Liaison Scott Newpower. Intended as a fly-out, the weather forced many to make the one-hour drive instead. Two aircraft — both on straight floats — managed to get in under the ceilings and splash in at Lindy's Landing (M35).

The RAF and Seeley Aviation Foundation co-hosted Saturday night's baked potato and steak sandwich dinner, catered by local pilot and steakhouse owner Mike Lindemer.

AOPA's CEO Mark Baker addressed the crowd, and Montana pilot, FBO owner and RAF donor Jeff Morrison was honored with the Wright Brothers Master Pilot Award to hearty applause.

Many folks camped in tents and campers.

Sunday morning Lindemer prepared an ample breakfast for everyone and Mark Baker and AOPA Editor At Large Dave Hirschman flew a beautifully restored 1943 Howard in. The main topics of conversation were (naturally) airplanes, the weather, and Seeley Lake's beautiful setting between the Swan and Mission Mountain ranges.

Folks gather near RAF supporters Jon and Berkley Hudson's Cessna 180 to visit — RAF photo.



RAF supporter Perry Brown in Backcountry Flying Experience's C195 — Zoie Koostra photo, courtesy of the Seeley Swan Pathfinder.

Arizona Fly-in – Eagle Scout sets high volunteer bar

Payson, AZ (KPAN) was the site of an April 6-8 fly-in, thanks to 16-year-old pilot-in-training James Nebrig of Prescott.

"Incredible!" RAF Arizona Liaison Mark Spencer said of the weekend of fun and camping. Over 30 aircraft and nearly 70 people arrived to enjoy perfect weather during the event.

James already has his glider pilot license and is working on his private pilot certificate. "This young man is also responsible for the planning, fundraising, and construction of the beautiful Payson picnic pavilion, a project he took on as an Eagle Scout at only 14 years old," Spencer said.

The Desert Flyers, a Phoenix flying club, came up for brunch and added another 10 airplanes. Pilots wearing hats from aviation organizations such as RAF, APA, AOPA, EAA, and AYA, mingled throughout the day. Some headed out in the late afternoon, but the campground remained full as around 40 folks from 27 airplanes pitched tents Saturday night. Dutch oven entrées anchored the pot-luck supper and delicious side dishes were shared. Following dinner the group settled in around the campfire. Barry Dillie and his wife drove down from Young with his guitar and song repertoire. Others joined in with their instruments, including mandolins for an evening of fun and songs under the bright stars.

Strong winds were forecast by noon on Sunday, so most pilots headed home early, some as far as South Dakota.

"By all accounts this was one of the most successful events we've had, and James is already planning a repeat for October, so stay tuned for more information in the APA and RAF calendars," Spencer said, adding, "Thank you James, for setting the pace for volunteerism in Arizona's aviation community!"



Left to right: James' mother Lori Nebrig, Mark Spencer, Eagle Scout James Nebrig, his father Ken Nebrig and APA President Tommy Thomason.

RAF mission fueled by grant program

Thanks to the generosity of RAF donors, a Grant Fund has been established to provide support for specific projects. Your continued donations enable the RAF to fund future projects to create preserve and maintain airstrips for recreational access.

How it works: The RAF depends on its state liaisons to identify and outline a need, and apply for grant help. Since 2017, the RAF has granted money for these projects:

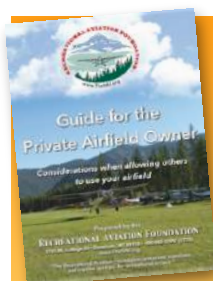
- **New Hampshire:** Alton Bay Ice Runway.
- **New Mexico:** Windsocks and maintenance.
- **Kentucky:** Lee Bottom.
- **Florida:** Arcadia shower house.
- **Michigan:** North Fox Island.
- **Arizona:** Double Circle Ranch maintenance.
- **Montana:** New fire rings at Schafer Meadows.
- **Wyoming:** Miracle Mile work party.
- **Vermont:** Improvements to Allenholm private airfield; opened to the public.
- **Michigan:** Mower for Two Hearted airstrip.

If you know of an airfield with recreational appeal that is in need of consideration, contact your RAF state liaison. Across the country, there are now a growing number of RAF windsocks.

New orange windsocks are available for purchase from the RAF. Call 406-582-1RAF (1723); or email contact@theraf.org.



Top: Shower house at Arcadia, Florida.
Bottom: Equipment for maintaining North Fox Island, Michigan.



RAF Guide for the Private Airfield Owner

The RAF's *Guide for the Private Airfield Owner* is now available. It discusses considerations when allowing others to use one's private airfield.

John Nadeau, former RAF Massachusetts liaison and owner of Old Acton Airfield in Maine (02ME), led efforts to create the document, which has gained the endorsement of AOPA.

"Preserving private use airfields is a primary mission for us here in the East," he said.

The Guide is available online from the RAF website or hard copies may be obtained from the RAF via

contact@TheRAF.org



BACKCOUNTRY BOUTIQUE

A new item every month in 2018!

On the 5th of every month, we advertise a new RAF logo item on the [RAF website](http://TheRAF.org), [Facebook](https://www.facebook.com/TheRAF.org) and [Instagram](https://www.instagram.com/TheRAF.org).

We sell small quantities and when they're gone, they're gone!

Watch the 5th of the month for our next big reveal!



Purchases benefit the RAF mission to preserve, maintain and create airstrips for recreational access.



RAF Ambassador Team grows

You may see one of our enthusiastic RAF Ambassadors next time you're in the backcountry, at a work party or aviation event. If you'd like to share the RAF message, yet your work, family or travel responsibilities don't permit a lot of extra time, consider becoming an RAF Ambassador. Contact Erin White, *below*.

Here is our current list of RAF Ambassadors:



Arkansas
Arkansas
Arizona
Colorado
Colorado and Alaska
Colorado
Connecticut
Florida
Florida
Florida
Florida
Georgia
Georgia
Idaho

Donna Perkins
Presley Melton
Jeffrey Iorio
Michael Langersmith
Bill Murrish
Alex Ruehle
Greg Delp
Smoky Debra Folsom
Amrat Chugani
Wes Whitley
John Hall
Eric Davis
Brian Unrein
Andrew Simmons

Kentucky
Maine
Michigan and Utah
Missouri
Missouri
North Dakota
Nevada
Ohio
Tennessee
Texas
Texas and Montana
Washington
Wisconsin
West Virginia

Bill McCormick
Jeremy Harmon
John Riordan
Jim Dickerson
Sarah Dickerson
Jeff Faught
Fred Williams
Kathleen Labrie
Cal Scholten
Mike Hergenrather
Steve Maus
Alan Cossitt
Charlie Miller
Jack Soronen

Call for Volunteers— *Erin White, RAF Volunteer Coordinator*

With its longer days, summer is a great time to delve deeper into recreational aviation. Yes, I am referring to flying (and lots of it!), but also advocacy work. If the RAF mission of preserving, maintaining and creating airstrips resonates strongly with you, then we should talk about opportunities to join Team RAF.

Currently, we are looking to fill the following volunteer positions:

- State Liaison Volunteers: our greatest need is representation in Nevada, Idaho, Texas, Florida, Kansas, Iowa and Missouri
- Ambassador Volunteers: needed all over the U.S. and beyond
- RAF Shipping Volunteer: preferably located in the Bozeman, MT area
- Vice President of Appreciation Volunteer: work from anywhere in the U.S.

If any of these opportunities sound interesting, please contact me directly, or click on the new "Volunteer" button on the RAF homepage (TheRAF.org) to submit your information.

If you have another special skill you'd like to share, let's chat!

I look forward to hearing from you!

Erin White, RAF Volunteer Coordinator
970-209-5980 • ewhite@theraf.org • www.TheRAF.org



RAF partners with Idaho Aviation Association –

Two Idaho airstrips to be reopened – Mike Hart, RAF Idaho Liaison

Lots of good things are going on in Idaho. Two new airstrips are heading toward opening. Cougar airstrip is located on land owned by Idaho Dep't of Fish and Game, (IDFG). At 1,500 ft, Cougar is short and challenging, with approach/departure over an abrupt edge, and subject to squirrely winds. More work is needed to open it safely. A work party is scheduled in July to raise a windsock and prep the runway surface. Idaho Aviation Assoc. (IAA) and the RAF are partnering on the project with IDFG, its dominant sponsor. Why is this airstrip being added? The short and sweet answer is **access**. In prime hunting season, backcountry airstrips are becoming increasingly crowded and IDFG hopes that new points of access will improve the experience of all involved.

This summer, IDFG will build outhouses and we all owe them a hearty thanks for being perhaps the most motivated aviation advocates in our state. The strip will be evaluated by the Idaho Division of Aeronautics before adding it to the Idaho Airstrip Network inventory.

Again, with the goal to provide access, there are plans to restore and reopen Hoodoo airstrip, roughly a mile from the incredibly scenic Yellowjacket Lake and its adjacent campground. It's located on US Forest Service land near the Big Horn Crags high above North Fork, ID and will be one of the highest elevation airstrips in

Idaho — and will be one the 10 highest airstrips in the US.

To earn the privilege to land at this gem, we must be good stewards and not annoy campground occupants with repeated approaches or low passes. Fortunately, the logical flight path does not go over the lake or campground, so there should be no conflict. The environmental analysis process is underway and you can show your support by writing, calling and thanking the North Fork District Ranger, Ken Gebhardt, PO Box 180, 11 Casey Rd., North Fork, ID 83466 interment-salmon-challis-northfork@fs.fed.us. (208) 865-2731 for giving consideration to re-opening this airstrip.

Hoodoo represents a trailhead, one that is accessible by air for a much longer season with much lower environmental impact than a traditional road. The road to Hoodoo is very long and strenuous. It's difficult to maintain and typically isn't open until July. Opening the Hoodoo airstrip will allow hunters access to additional Spring bear hunting areas before the road is accessible. It will allow hikers access to the Big Horn Crags earlier in the season. Pilots gain a new place to land and camp, provided we continue to follow good backcountry ethics.

So this summer enjoy the privilege of landing and visiting our public lands via backcountry airstrips and remember, that we retain the privilege to land at these places by using them for the reasons those privileges were given in the first place — to access the public lands we all own.



Idaho's Sugarloaf Mountain: "This is the view you get within a mile's hike of the Hoodoo airstrip. Worth getting out of the plane," Hart says.



Idaho's Frank Church-River of No Return Wilderness is over two million acres of steep, rugged mountains, canyons, and wild rivers. The Salmon River Canyon is deeper than Arizona's Grand Canyon. Its history is long and rich with stories of Native American

occupations, fur trappers, miners, homesteaders and intrepid missionaries.

All designated Wilderness Areas have limiting regulations to preserve the resource. In some, mechanized and motorized use is not allowed. The Frank Church River of No Return Wilderness was designated in 1980 and included

What makes this place special?

several airstrips that had seen regular, seasonal use. The US Forest Service allows continued use, in large part because the Idaho Aviation Association formed and worked hard to preserve access to these established airstrips. They are viewed as necessary access points, and ways to disperse use.

The US Forest Service states, "More important than regulations are the responsibilities each traveler has to protect the Wilderness." In addition to Leave No Trace practices, pilots need to be aware of their sound impact to other users. Practice short and soft field techniques at your home airport.

Amazon Smile benefits RAF

The RAF is pleased to be one of the select charities that benefit when you shop Amazon Smile. Chose the RAF and Amazon donates 0.5% of everything you purchase to the Recreational Aviation Foundation.

It's easy! Just follow these instructions to start "sharing smiles" with the RAF:

1. Visit smile.amazon.com

2. Sign in and select "Recreational Aviation Foundation" as your charity.

The RAF certainly believes in shopping locally, but if you are going to buy online, Amazon Smile is a no-cost way to support the RAF.

amazon smile



You shop. Amazon gives.

The RAF benefits.



Out West in Montana – Skywagons come out for Ryan Field Fly-In 2018



Typical of northwestern Montana in June, the Ryan Fly-In weekend in West Glacier had its share of rain. When the weather cleared, the sun shone on 21 aircraft and many visitors, happy for the chance to dry out and the promise of good VFR flying out on Sunday.

Swan Mountain Outfitters catered Friday and Saturday chuckwagon-style dinners. The keg was tapped each evening at 5 o'clock, and folks huddled under shelter while they waited for RAF volunteers to grill the perfect steak on Saturday night.

The RAF rounded everyone up for a complimentary. Saturday breakfast of French toast with blueberry compote, sausage and eggs as the wood stove kept the coffee hot.

Folks went on a horseback ride, and were pleased the wet conditions meant the trail wasn't dusty. Some joined Berkley Hudson for the traditional Ryan Loop hike.

Unofficial long-distance honors go to Steve Walsh and Caroline Ueberschaer of Boca Raton, FL. Bailey Bodrero won

the door prize – her choice of RAF logo wear.

Many of the beautiful Cessna Skywagons planned their weekend at Ryan Field in advance of the annual 180-185 convention, this year named for the Big Sky and hosted at Kalispell City Airport. RAF Director Mike Perkins and his wife Lynn Mareth organized that event.

The RAF thanks everyone who attended the Ryan Fly-In, shopped at the popular RAF Backcountry Boutique and for the anonymous donations left in the pilot shelter cash box. Your donations go toward property and courtesy car maintenance and insurance.

Top photo: A Swan Mountain wrangler arrives — John McKenna photo. Bottom, left to right: Folks enjoy the fire hub; RAF Ohio Liaison Christine Mortine is all smiles; Skywagon campers — Mike Hines, Hellroaring Technologies photos.



New weather station at Ryan Field

Using all the latest technology, Dyacon of Logan, UT can put up a full-function weather station – similar to a standard METAR station – at a fraction of the cost. It records and displays wind and direction, pressure, temperature, dew point, humidity, and density altitude on 10-minute intervals.

Dyacon representative Eugene Bodrero brought one to Ryan Field (2MT1) for a trial during the Fly-In. "We paid particular attention to the estimated cloud base data and found it fairly accurate, and different than what GPI (Kalispell) was reporting," RAF President Bill McGlynn said.

"We decided to see if we could raise enough money to fund it. During the Ryan Fly-in steak dinner, we passed the hat and were successful raising enough to commit to its purchase," he added. Thanks to those generous donors, Ryan Field now has a weather station that will report actual conditions at the field.

It will remain at Ryan Field until October, when RAF volunteer Mike Hines will move it to Polson (8S1) to report weather there. Next spring, Mike will return it to Ryan Field.

"We think Dyacon has made a real breakthrough and their weather stations could be placed at many backcountry strips hence increasing safety of flight," McGlynn said.

Viewing weather station data

Until the link is posted on the RAF website, you can access it [here](#): or send a text to 406-595-7345 to receive a text reply. Send "M" for Metar format or "C" for current readable form.

What RAF supporters tell us . . .

Keep it up – doing a great job with people who love to fly! – *Arizona*

We very much appreciate the insurance program through the Morse Agency. The RAF is a great value to recreational aviation – *Colorado*

The RAF has supported the friends of Arcadia Airport from the beginning. Without their support we would not be where we are today. Thank you! – *Florida*

You are all doing a great job. We appreciate you! – *Idaho*

You're doing great! Visited North Fox several times this last summer – *Michigan*

Keep up the work in New Mexico!!!

The work you do already makes me proud. I support the RAF– *Ohio*

I like what I see happening. Please keep it coming – *Texas*

I have enjoyed watching this organization grow over the past few years. Hats off to all those who work so hard – *Virginia*

You guys are doing fantastic. I sincerely appreciate all your efforts in preserving backcountry airstrips – *Washington State*



State reports are submitted by Liaisons and are often edited for space.

Florida – Bobby Capozzi

Our 2018 started with Arcadia's ribbon-cutting on a new shower facility partially funded with an RAF grant. This year the RAF supported Pioneer Days in March and looks forward to 2019's Pioneer Days and the Rodeo. Please notice on the RAF Calendar the annual Blackwater event was moved from April to November, to trade Spring wet weather for cooler dry Fall temperatures.

FYI: FoAA <http://foaa.us/> is looking for a courtesy car. If you know anyone with a car they would like to donate, please contact George Chase gjchase757@gmail.com.

The Sun 'n Fun event opened with a broadcast from legendary RAF Director-Emeritus Tim Clifford, RAF Wisconsin Liaison Jeff Russell and myself on SnF radio. Tim spoke about what was going on in Florida but more importantly what new opportunities exist in Arkansas. Jack and Patricia Tyler made a cameo appearance, while in Florida to attend their son Devin's retirement as a Naval aviator. Thank you for your service, Commander Tyler!

Florida is taking full advantage of the RAF Ambassador program by adding five

new members: Wes Whitley of Merritt Island, Amrat Chugani of Port Orange, John Hall of Santa Rosa Beach, Joe Deleon of St. Petersburg, and Lynn Gardner of Ft. White. We still could use one more to support south Florida. Any volunteers?

Remember the monthly fly-in opportunities at Creighton Island, GA through September. (Story below.)

A new RAF windsock will be installed at Blackwater in the near future. Mark your calendar for camping at the Deland Showcase <http://www.sportaviationshowcase.com/> and Blackwater events in November. Take a look at the website Airfield.Guide for destinations that appeal to your type of flying and activities.

Going forward, if anyone knows of a private, public, state or federal airstrip in Florida that meets the RAF Mission please contact me or one of our RAF Ambassadors.

Georgia's Creighton Island Fly-in's resume

After one weather cancellation, our series of Creighton Island Fly-in's continued on the June 22-24 weekend.

Gary Davis (RAF Georgia Ambassador Eric Davis's father) and Ambassador Amrat Chugani and I ventured around the island

and found artifacts dating back to when native Indians inhabited the island. Among some of the artifacts we found was a perfectly preserved tomahawk head.

While at the island we installed shutters on the bathroom doors, installed first aid kits at the bathhouse, pavilion, and all three cabins, installed new swing latches on all doors, fixed the plank bridge that connects the island, installed a brand new charcoal grill in the kitchen area of the campsite – with plans to install two more –and lastly inspected the north side of the island for a potential runway in the future.

Owner Frank Williams was again a great host and I can't wait to go back soon.

Coupled with amazing views and some great flying it was a great weekend overall.

Click [HERE](#) for the Creighton Island Safety Briefing.

As a safety requirement, anyone desiring to fly in during non-scheduled events MUST obtain permission from the owner. You MUST contact the owner 24-hours prior to arrival to obtain a runway report. No landings are authorized unless you have spoken with the owner.

Scheduled events will be posted on the Airfield.Guide website. Check for cancellations due to weather or adverse field conditions 24-hours prior to the event.

Minnesota Call To Action – Supporters turn out for recreational airport

The RAF CallTo Action resulted in an impressive turnout supporting Bowstring Municipal Airport (9Y0) in Bowstring, MN. The May 2 meeting included 43 pilots — many of whom are RAF members — a resort owner, and the producer of the Bowstring Fly-in video. Twelve airplanes flew in, and RAF Minnesota Liaison Kurt Pennuto thanks everyone who responded to his Call To Action.

Itasca County owns and operates the airport, and received 28 emails, letters and phone calls emphasizing that Bowstring remain open. "I was very encouraged that on a Wednesday morning, 45 people showed up to support something they love, and stood up to vocalize the benefits of keeping a remote airport open," Pennuto said.

RAF Wisconsin Liaison Jeff Russell flew in to attend and said, "It's a beautiful airport in a great location in the heart of Minnesota's north woods and lakes. Kurt did a great job identifying this strip as one with high recreational value and one that the RAF should be involved with."

The meeting included Itasca county commissioners, airport commissioners and representatives of Minnesota Department of Transportation (MNDOT). County Commissioner Davin Tinquist opened the meeting by saying "We want to keep this airport

open." The county acknowledged the money it generates, the support of the general aviation community, and especially those pilots flying in for recreation in the area. "They specifically noted the RAF's attendance and appreciated us being there," Russell said.

The county perceived that airport ownership exposed them to liability. Commissioners were not aware that in 2012, Minnesota added aviation to its Recreational Use Statute, providing protection to the landowner/manager. "It's the responsibility of the pilot to make a proper decision," Pennuto said. "That's where I see the education piece for the county."

According to the airport manager, there is low probability for airport incidents and minimal liability, as long the airport meets MNDOT guidelines. MNDOT had noted safety violations regarding trees. "Since the meeting, communication has

improved between the county, the airport commission, and MNDOT," Pennuto said. He observed that airport maintenance has been performed recently.

"Bowstring is open for business," he said. Every second Saturday of the month there is a fly-in lunch. "A fly-in is scheduled for September. There is still more work to do," Pennuto said, "but for now Bowstring is on good footing."

It's a beautiful airport in the heart of Minnesota's north woods and lakes. Kurt did a great job identifying this strip as one with high recreational value.

– RAF Wisconsin Liaison Jeff Russell



Maine — Andy Rowe

During the week of the Keystone Connection Steve Mason and I did a 900 mile truck trip through the North Maine Woods, the most important part of which was attending the St. John River Commission spring get together and canoe trip starting at the abandoned 1,500-ft Red Pine Grove airstrip, just 11 miles from the Canadian border. Present were land owners and managers, The Nature Conservancy, (TNC) Seven Islands, Irving Forestry, Maine Bureau of Parks and Lands, Bill Sylvester (land owner and former forester for International Paper Co. who built the Red Pine Grove airstrip), and Landvest, who manages TNC property; folks from the State of Maine Forest Service, Department of Inland Fisheries and Wildlife; and Land Use Planning Commission, and finally, Al Copperthwaite, executive director of The North Maine Woods, Inc.

Steve and I visited Tommy Voisine at the Fort Kent Municipal airstrip. The RAF made a \$2,000 grant back in 2010 or so and it has blossomed into a beautiful asset for recreational aviators in northern Maine. The smooth grass strip has plenty of camping and friendly local folks. There are scenic opportunities nearby, a quarter mile to Fish River Falls. You can count on muskie downstream and brookies upstream of the falls.

We continued south on Rt. 11 from a camp on Portage Lake and visited two beautiful grass airstrips at Ashland and Patten. We volunteered to help mend substantial 4x4 damage at Patten. A friendly local aviator has offered to roll the strip and only charge us for the cost of fuel. The owners have repaired much of the damage and will reseed where necessary. Without help from the local community and the RAF, the strips might have been closed.

Steve and I have helped George Dumond fill out the forms to register Ft. Kent with the FAA. The other Rt. 11 airstrip owners would also like to be included on FAA charts and in the new *Airfield Guide*.

Montana —

The RAF hosted a display at the recent AOPA Regional Fly-In in Missoula. (See story, page 4.)

Flathead National Forest Planning is underway, and RAF Montana Liaison Ron Normandeau is spending the time to attend each meeting, which is a requirement for ongoing participation in the objection stage of planning. (See story at right.)

180-185 Club Convention

The RAF was pleased for the opportunity to express our appreciation for

the substantial support of the 180-185 Club by hosting the Monday, June 25 lunch kicking off the annual Skywagon convention in Kalispell. The group gave the RAF an ovation for its efforts to save and create airstrips for recreational access.

The RAF was also very pleased to assist Round Engine Roundup organizer Bob Hoff by serving Saturday breakfast at their annual gathering, this year at the West Yellowstone airport on June 30.

New Mexico — Ron Keller

The New Mexico Pilots Assoc. sponsored a work party at USFS Negrito Airstrip (ONM7) over the May 3-6 weekend.

I co-hosted the event with New Mexico RAF Liaison Larry Filener; both of us are actively involved in NMPA. Thousands of feet of cattle fence surrounding the airstrip needed to be replaced.

Due to the RAF's efforts in Washington, DC, funding became available to the USFS for maintenance of their backcountry airstrips. Gila National Forest Reserve Ranger District, led by District Ranger John Pierson, purchased the needed fence materials. A swarm of volunteers flew or drove to Negrito, what we call "the Jewel of New Mexico Backcountry Airstrips" during the weekend, including many RAF members. Some of the attendees were eager to mentor and others eager to learn the fine art of fence building. Five USFS employees, including Mr. Pierson, actively worked and provided oversight on the fence replacement.

Volunteer John Bush flew in from California in his Cessna 170. John was recovering from back surgery, and worked as hard as anyone on the fence line. It made it very hard for me to complain about my aches and pains.

Over the course of the weekend, 33 people and 15 airplanes made their way in to help. Several lucky USFS employees snagged airplane rides from RAF members Chuck Denison of Wyoming, who took young wildland firefighters, and Chris Wilson of New Mexico, who took a Reserve District employee.

Ranger Pierson was very pleased with the work accomplished, including replacement of over 3,500 feet of fence, replacement of the south windsock, and painting of all the runway markers on runway 03/21.

One satisfying event was the posting of the "The RAF Supports This Airstrip" sign. Without the great success of RAF efforts in DC, this very worthwhile work party may never have happened.



A Place at the USFS Table

Montana's Flathead National Forest includes the three forks of the Flathead River: the North, Middle and South. The North Fork and Middle Fork provide a length of Glacier National Park's boundaries with private land owners and the US Forest Service. Naturally, it is of acute interest to persons with recreational and environmental concerns.



North Fork of the Flathead River, which forms the western border of Glacier Park — Carmine Mowbray photo.

The Forest Service series of six Flathead Wild and Scenic Rivers Comprehensive River Management Plan (CRMP) meetings is underway and RAF Montana Liaison Ron Normandeau is ensuring that the RAF has a place at the planning table.

"The planning rule requires participation if you want to be part of the objection process during planning. It allows you to become known by the land managers and to present the aviation interest in a conversational format," Normandeau said.

The topic of June's meeting was wildlife. The Forest Service and Glacier Nat'l Park made presentations followed by a Q&A session concerning wildlife and their place and influence on the river. Normandeau presented the RAF's three-year Study *Effects of Backcountry Aviation on Deer Stress Physiology* to the USFS wildlife biologist and she asked for an electronic copy so she could distribute it to her colleagues.

Normandeau emphasizes that all six meeting topics, (water, wildlife, culture/ethnography, fisheries, geology/botany, and recreation/scenery) are relevant to access planning, either directly or indirectly.

And being at the table early in the planning process is critical to fulfilling the RAF mission.



Vermont – Bob Burley

Allenholm Airport (VT26) remains open on an island in scenic Lake Champlain. RAF intervention partially prevented its conversion to cropland. The RAF saved this field! An RAF grant was approved for ongoing maintenance, windsock, improved parking and drainage upgrade. I provided extensive onsite technical guidance and labor to insure compliance with new, more stringent VT and EPA water quality regulations for storm water runoff and seasonal stabilization.



RAF Cooperation on State airport –

After protracted negotiation, I secured permission from the State of Vermont to craft proposal(s) to improve facilities at a very remote State airport in moose, bear and trout country. This is a milestone FIRST in the State which historically has been

highly territorial of its airports. I plan to submit a proposal for phased improvements during second half 2018 to permit and expand camping and day trip facilities. Stay tuned!

FAASTeam participation — I am continuing and expanding RAF involvement with the Eastern Region FAA regional FAAST events to create a visible, positive RAF association with backcountry and military airspace safety skills to accompany our "Preserve and Maintain" mantra.

Wyoming – Lori Olson

The "Miracle Mile" section of the Platte River lies between Pathfinder and Seminole Reservoirs. It's a premier fly-fishing destination, and RAF Wyoming Liaison Lori Olson organized a work party in cooperation with the Cheyenne and Casper EAA Chapters to restore the original grass airstrip.

Twenty-five volunteers gathered over Memorial Day weekend to help, most driving in with equipment and supplies.

EAA members from Chapters 342 and 420 "turned out in full force with big equipment, mowers, and loaders," Olson said. "The real work was our manual labor walking the 2,600-ft runway and pulling out yucca, cactus, and hazardous clumps of vegetation. We also flattened ant hills," she

added, all in compliance with work guidelines the BLM had established. The group installed an RAF windsock, requiring a welder. Luckily, a volunteer welding teacher showed up at the event!

The group managed to get some recreating in, proving that the trout are big in the Platte River. "Since the runway is in great shape, more people should be able to fly in," Olson said.

"Last time I was here, it was hard to tell the runway from the landscape," Colorado Liaison Patrick Romano said. After surveying the results, he added, "Great work Lori! Now I have another place to take my kayak!"



RAF supporter Dr. Chuck Denison displays a Rainbow from the Platte, just a short walk from Miracle Mile airstrip – Patrick Romano photo.

Volunteers work 360 hours on McKenzie River airstrip – Richard Mayes, RAF Oregon Liaison

The RAF sponsored a volunteer work party at McKenzie Bridge State Airport (00S) June 2 and 3. Approximately 40 volunteers turned out, contributing a total of 360 work hours. Most volunteers came from Oregon. We also attracted two RAF members on their way from Florida to Alaska, and an RAF member who flew from Boise, ID. Most enjoyed camping on the airfield.

Volunteers provided three tractors, brush clearing equipment and many hand tools. They filled and smoothed rodent holes, mowed the airstrip and tie-down areas and cleared the areas around the windsock, tie-downs, gates, outhouse and runway edges. The end markers, airport sign and warning signs were cleared of brush and painted; and the segmented circle repaired and painted. They repaired

the broken split rail boundary fence and cleaned and painted the outhouse inside and out.

I would estimate the in-kind value of the donated materials and equipment time at approximately five thousand dollars. While we made great improvements to the facility, a lot of work remains to be done.

The RAF thanks each volunteer who made time to travel and pitch in, and Taylor NW Construction for donating fill material.

The volunteers all worked very hard, but we also enjoyed the companionship of our fellow pilots who believe we have a responsibility to help preserve airfields such as McKenzie Bridge. It would be a pleasure to continue this effort in collaboration with the Oregon Department of Aviation.



Left to right: Smoothing the airstrip; signage with all the useful contact numbers; Sarah Mayes grills gourmet choices for volunteers; outhouse before and after volunteers' efforts – Richard Mayes photos.



RECREATIONAL AVIATION FOUNDATION

1711 West College St., Bozeman, MT 59715

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The Recreational Aviation Foundation preserves, maintains and creates airstrips for recreational access.

Thanks to our generous donors we can continue to make these special places accessible for public enjoyment. We often receive notes of appreciation and encouragement from supporters who respond to our request for donations . . .



"We appreciate the work you do." - Alaska
"Fantastic organization. Thanks for being there!" - Arizona
"Great job supporting aviation!" - Arkansas
"You have done an amazing job! Thank you. Willing to help locally somehow!" - Minnesota
"I am pleased with RAF's work in N.H. and nationwide." - New Hampshire
"You are doing a great job! Please have courage and good health and keep up the excellent work!" - Oregon

The Recreational Aviation Foundation was formed in 2003 by a group of pilots in response to diminishing backcountry aviation destinations. Supporters from all 50 states and the GA and commercial aviation industry have joined in. To become a supporter of this important effort, use the secure "Donate now" button at www.TheRAF.org or use the form below.

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