

Championing
environmental
protection
through the unique
perspective
of flight.



SPRING 2005

Focus: Pacific States

LightHawk works primarily in western
and northeastern North America
and Mesoamerica

VOLUNTEER PILOT SPOTLIGHT

Dean Cully
Santa Margarita, California



Volunteer Pilot Dean Cully has been flying professionally since 1988 and has over 12,000 hours

of flight time. A native of San Luis Obispo, California, he now lives in Rancho Santa Margarita. From 1991 to 2001 he flew in Alaska, and since 2001 he has flown chartered Lear-60's locally. Dean owns a 1947 Luscombe 8E, from which he is pursuing an interest in fine-art aerial landscape photography, solo and wielding a medium-format camera. He hopes to become better known as a photographer-artist-aviator than as a pilot with a casual interest in photography. Some of his work can be seen online at www.flickr.com/photos/vision_aerie.

Jon Galt Bowman
Anacortes, Washington



Jon learned to fly in 1948 while serving in the U.S. Air Force. Since then he has flown anything he can get his hands on, from a Tiger Moth to a

MIG-21. Currently, his fleet includes a Fouga Magister, a French jet trainer. For years he flew the Fouga with a wingman in a jet formation aerobatic routine in airshows. Jon has had various businesses over the years, including an FBO and feeder airline in Rockford, IL and a boat yard in Seattle. He is currently a partner in Galt Enterprises, a real estate investment company.

LightHawk Helps Build Sense of Community Along Diverse Watershed

By Margaret Puckette
and Maureen Smith



Many watersheds of the Pacific Northwest have been severely compromised by industrialization, water pollution, dredging and channelization, sprawling urban growth, dams and culverts, and sedimentation from agriculture, forestry and mining operations. Cumulatively, this has contributed to the precipitous decline of historic salmon stocks and other fish and shellfish. Several species are threatened with extinction.

Each element of these watersheds, from headwaters to the open sea, is a critical link in a chain of essential habitat; the ability of the watershed system to sustain fisheries is only as strong as its weakest link. Yet patterns of jurisdiction and land ownership affecting these watersheds are highly complex. Solutions require the cooperation of the entire community to protect each link in the chain.

For the last decade, LightHawk has worked with the Pacific States Marine Fisheries Commission (PSMFC) and dozens of local, state and federal partners to advance the multi-jurisdictional cooperation and big picture thinking essential to restoring watersheds through our Flying for Fish Habitat program. Originally conceived by former LightHawk Northwest Program Director Amy Schlachtenhafen and PSMFC biologist Mandy Merklein, recently this program has offered guided educational flights of the Green River watershed, with before-and-after briefings and discussions, for mayors, city council members, state legislators, county commissioners, planning directors, agency officials and others who make key funding and land use decisions affecting the Green River.

Photos from top to bottom: The mouth of the Green/Duwamish River looking north towards Seattle; the middle reach flowing through residential development in the suburbs; and the upper reach, entering the forested headwaters.

Photos courtesy of King County Department of Natural Resources and Parks

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Our partner and flight guide, Dennis Clark, recently gave us some perspective on how these flights are making a difference:

"I have to praise the Flying for Fish watershed flight program highly. For the past four years, I've been working with the citizen-stakeholders and local elected officials of our watershed steering committee. Our responsibilities as staff include keeping them motivated to stick with a long-term process, helping them to understand the issues and challenges of planning and getting things done on the ground in the watershed, and building a shared sense of community that will keep us going through the hard times.

"Based on my experiences and what my predecessors in the Green/Duwamish watershed have conveyed to me, I can say the flight program helps us out tremendously in all three areas. In debriefing with our participants, I've heard that they viewed the flights as fun and exciting, which provides a bit of recompense for the many night meetings they have to participate in. They all have come away with a much better sense of what a watershed is, the great diversity of land uses in our watershed in particular, the portions of the watershed that still provide good salmon habitat, and the extent of impervious surface (it's a bit shocking!). I think it's akin to what astronauts experience: we all know the earth is round but only being in orbit – when you can see the curvature of the earth – do you REALLY KNOW it's round.

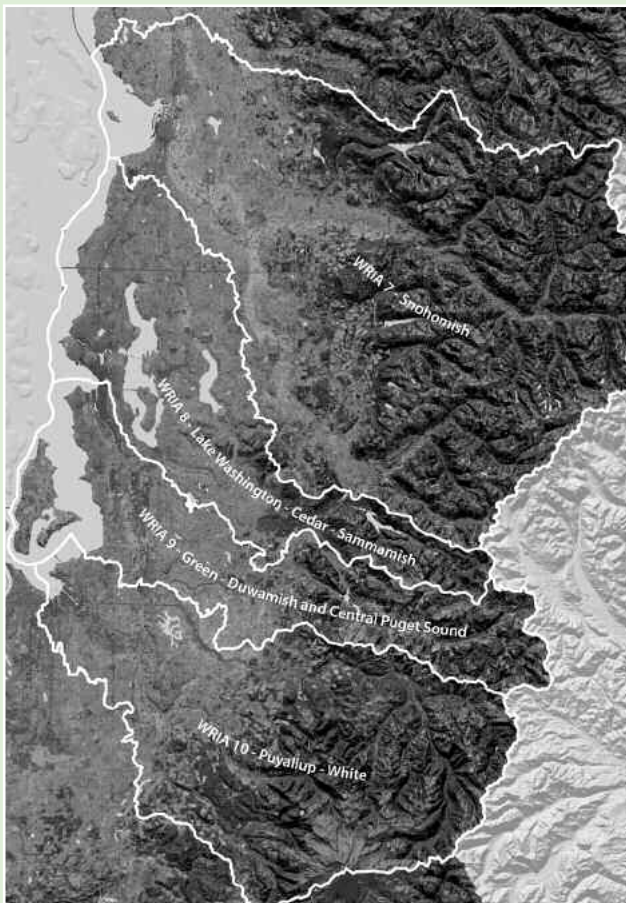
"In addition, creating in our participants a deep understanding that we all share our watershed is helping them transcend the limitations imposed by being an elected official or citizen from a particular jurisdiction. Our watershed is split up among 16 different governments but has been more successful than most in working together to get federal support. I think

"I personally think that the flight and then a ground tour should be required of all committee members. I don't believe that I should have been allowed to vote until I had done both."

— Alex Truchot,
*Klean Earth Environmental Company,
WRIA 9 steering committee member*

that is due to the watershed understanding and sense of community that we have built up since 1995, when jurisdictions began working together deliberately to address watershed needs. Not coincidentally, that corresponds roughly to our participation in the flight program. From what I hear and see, the flights have contributed to getting us where we are today."

*Dennis Clark, public outreach coordinator,
Green/Duwamish and Central Puget Sound
Watershed (WRIA 9)*



This map courtesy of King County Department of Natural Resources and Parks shows the Green/Duwamish and Central Puget Sound Watershed, also known as Water Resource Inventory Area (WRIA) 9. Each watershed in Puget Sound has its own populations of salmon and its own particular salmon habitat problems. For that reason, salmon habitat planning efforts are organized by watershed or Water Resource Inventory Area.

WHAT'S NEW A



Valerie Langer, LightHawk board member, was selected by the Sustainability Institute as one of eighteen environmental and social leaders to participate in the 2005-2006 class of Donella Meadows

Leadership Fellows. Fellows will receive training in systems thinking, organizational learning and personal mastery. Through coaching and iterative practice they will apply these tools to sustainability challenges they face in their work.

Based in British Columbia, Canada, Valerie is the director of Second Harvest Paper Project, a partnership of Fiber Futures, ForestEthics and the Markets Initiative that aims to accelerate uti-

THANK YOU We wish to thank the many donors who contributed to LightHawk between December 9, 2004 and March 22, 2005, including:

Foundations Roy A. Hunt Foundation, Community Foundation of New Jersey.

Major Donors (\$1,000 and over) Anonymous (2), Abigail Faulkner, Will and Julie Parish, Rudy Engholm, Santa Fe Garden Club, David Wild, Bill and Jean Lane, Fidelity Investments Charitable Gift Fund.

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Volunteer Pilots Our heartfelt thanks to the many volunteer pilots who donated their time and the use of their aircraft to fly for LightHawk during this period.

We received gifts in honor of:
James Roush and Cynthia Wayburn
Monkey Bay Wildlife Sanctuary
Ryan Shaver
Emily Stevens
Martin Litton

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AT Lighthawk?

lization of non-wood fibers into mainstream paper production to protect endangered forests, reduce the paper industry's environmental impacts and re-vitalize rural economies. Valerie coordinates incentives on both sides of the supply and demand chain.

Associate Director Marlow Schmauder

recently returned from maternity leave following the birth of Ellery Ihlen Potter. Baby Ellie looks forward to joining the crowd at future fly-ins.

The many things Marlow does for LightHawk

include managing our recent year-long conversion to a new membership database. A website overhaul is next on her agenda. Before joining us in 2000, Marlow spent over ten years working in public diplomacy and foreign aid for the US government and nonprofits in Italy, the USSR and its successor states, and Washington, DC.

Marlow holds an MA in Law and Diplomacy from the Fletcher School of Law and Diplomacy and a BA in Russian area studies from the University of Vermont. She speaks five other languages, including fluent Russian. Marlow serves on the board of directors of the Tahoe-Baikal Institute and lives in San Francisco, CA.

GET INVOLVED!

PILOTS: Join our volunteer pilot team; the minimum requirement is 1000+ hours as pilot-in-command.

DONORS: A gift of \$35 or more makes you a member of LightHawk!

ENVIRONMENTAL ORGANIZATIONS: Become a LightHawk partner.

IN-KIND DONORS: We are in need of certain airplane and office supplies.

FRIENDS: Please share this newsletter with your family and friends.

MATCHING GIFT PROGRAMS: Double your gift; does your employer offer a matching gift program?

HONOR SOMEONE: Consider giving a gift to LightHawk in honor of an avid pilot or environmentalist among your friends or family.

Inspired by LightHawk, The Bateleurs Are Flying for the Environment in Africa

A sedated lion is carefully loaded into a Cessna 206 that is parked in the dappled shade of an acacia tree. A pre-dawn briefing is underway for several pilots and their crews about to take to the air for a survey of a vast tract of wilderness and an elephant count. A government minister gazes down at a roadless area scheduled for industrial development.

Does this sound like LightHawk is now at work in Africa? Well, almost! The LightHawk family has much to be proud of in having provoked the birth and fledging of The Bateleurs, Africa's Environmental Air Force. Copying LightHawk's example, the African wings of conservation have flown thousands of hours in support of the environment since their creation in 1998. There are now close to 100 pilots who volunteer their aircraft and time for a wide range of missions spanning the continent. A prominent cross section of South African civilian, government and military persons serve as pilots, organizers and volunteers. Many South African magazines, including flying magazines and Africa Geographic, have featured The Bateleurs' work and successes.

Michael McBride, an Alaskan commercial pilot since 1967, became LightHawk's first Alaskan volunteer pilot in the mid-1980s. His most memorable passenger from those early years was David Brower, who at the

time was celebrating his 80th birthday at the McBride's Kachemak Bay wilderness lodge near Homer. Michael served on LightHawk's advisory board for several years and has carried the LightHawk message as a trustee for the Nature Conservancy and as a national board member for the Smithsonian Institution.

Michael has had a long association with African environmentalism and has traveled extensively in the wild regions of South Africa, Botswana and Namibia. His friendships with African bush pilots and his experiences flying at low level from Maun to Windhoek some years ago ignited his belief that Africa needed its own LightHawk.

Together with renowned conservationist Dr. Ian Player, Michael became a patron to The Bateleurs for his role in introducing Nora Kreher (chairperson of The Bateleurs) first to the concept of flying for the environment, and then to LightHawk, which encouraged her to start a similar organization in South Africa building on our *modus operandi*.

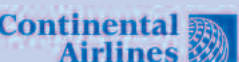
Visit www.bateleurs.org and learn more about this ambitious group of volunteer pilots and dedicated people like Nora Kreher who brought it all together and keep it in the air. Visit Michael at his home in China Poot Bay on the tip of the Kenai Peninsula at www.alaskawildernesslodge.com.



The Bateleurs

Bateleur volunteer pilots Justin Bass and Chris Rattray covered a phenomenal 14,600 km in just under two weeks during their mission to help count elephants in Kenya's famous Tsavo National Park.

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Our thanks to Continental Airlines
for providing free travel vouchers
for our Mesoamerica program.

FROM THE FLIGHT LOG

Stamping Out Invasive Plants on the California Coast. Last spring LightHawk partnered with the Pescadero Conservation Alliance (PCA) to help eliminate several invasive plant species along the California coastline. PCA's mission is land restoration and stewardship of the San Mateo Coast, the rugged and beautiful Pacific side of the San Francisco Peninsula. The group's efforts encompass environmental education and bringing together public, private and non-profit landowners to achieve their stewardship goals.

One of PCA's primary goals is to eradicate such invasive non-native plants as pampas grass and St. John's wort that threaten the region's biodiversity. These species out-compete nearly all other vegetation, with as much as 90 percent coverage in some coastal regions, and adversely impact fauna dependent on native plants.

LightHawk stepped in to help last year. In February, VP Tom Dittmar flew a videographer over 50 miles of coastal habitat from the Santa Cruz county line north to Half Moon Bay in support of an educational film project. The film brought in more than \$38,000 for coastal habitat protection when it premiered at a PCA fundraiser a month later and went a long way towards raising awareness and increasing cooperation in the community.

In July, VP Saul Chaikin assisted with an aerial survey of the invasive species. Photos taken on that flight were compared with baseline photos taken a year earlier, revealing that the St. John's wort had expanded far faster than expected.

"I'm amazed and horrified at the spread in only one year. This flight helped greatly in determining the scope of infestation.... the airplane allowed us to assess areas that were virtually hidden from view, in canyons, arroyos, and meadows blocked by escarpments.... There is no way we could do our work effectively without an airplane."— *Scientist John*

Wade, PCA director of restoration

To date, the PCA has eradicated over 20,000 pampas grass plants on the coast with the aid of volunteer work crews. Annual aerial surveys with LightHawk will continue to help the PCA track the spread of invasive plants, as well as the progress of eradication projects on both public and private lands.

Urban Flights Help Identify 30 Rooftops for Oakland Solar. Last spring LightHawk collaborated with Oakland Solar, a small volunteer-based group that is working to increase demand for solar photovoltaic (PV) power in Oakland, CA. LightHawk was brought in to help identify potential commercial rooftop sites for PV installations in two industrial zones of Oakland.

VP Robert Ovanin flew a GPS/GIS expert, Oakland Solar representatives, and an energy engineer from the City of Oakland's Public Works Department to collect GIS data and aerial photographs. They were looking for large flat roofs with an unobstructed southwest expo-

sure. The group found tremendous potential for PV applications throughout the city, identifying nearly 30 rooftops as installation sites that day.

Based on their evaluation of data from the aerial survey, Oakland Solar selected the rooftop of The Crucible, a non-profit educational collaboration of arts, industry, and community in West Oakland for its first project. Art students from the Crucible, local electrical union workers, and pre-apprentices from the nearby Cypress Mandela Training Center will be involved in installing the 33.9 kilowatt PV system on the site's 48,000 square-foot roof. The PV system will supply 68 percent of their energy needs and reduce their electricity bill by 83 percent, or \$12,000 per year. With a state rebate in hand, the Crucible is ready to begin its installation this summer.

LightHawk's assistance in identifying potential sites to Oakland Solar will go far in mapping out future projects and helping the City of Oakland meet its goal of adding five megawatts of PV by 2005, a goal set by Mayor Jerry Brown at the 2003 Solar Cities Summit.



Jitze Couperus



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