



## Investing in Montana Students

*By David J. Hoerner, Safety & Education*

Each year in the spring MDT Aeronautics sponsors a state wide art contest for school aged students. The theme for the contest is anything aviation. This year we had paintings or drawings of military airplanes, balloons, helicopters, airliners, space ships and bush planes.

The program has grown by leaps and bounds with over six hundred excellent entries. The judging was time consuming with three winners in three different categories. The categories are K thru 4<sup>th</sup> grade; 5<sup>th</sup> thru 8<sup>th</sup> grade and 9<sup>th</sup> thru 12<sup>th</sup> grade. The second and third place winners receive an airplane trophy.

The first place winners have their winning artwork framed, receive a trophy and also are awarded a flight to the state capitol for themselves and their family members or guardians.

While at the capital their awards were presented by Lieutenant Governor John Walsh and Montana Department of Transportation's Director Mike Tooley.

Students were given the opportunity to visit Lt. Governor Walsh's office and then received a tour of the capitol by Debbie Alke, MDT Aeronautics Administrator and Director Tooley. A hearty lunch was provided followed by a flight back to the winner's home town.



*Karlie Nichols winning artwork was of a female pilot standing in front of an older plane. Karlie said "this project required me to seek out more information; I had to do some research on how to draw the design of an aircraft to accurately portray them."*

First place winner in age group K-4<sup>th</sup> grade was Ivy Cox, from Kalispell, second place was Ashley Otto from Gilford and the third place winner was Colter Wilson, from Polson.

In age group 5<sup>th</sup> thru 8<sup>th</sup> grade the winner was Trey Kelley from Polson. Willy Lytton from Polson was the second place winner and Shaeley Brown from Polson was the third place winner.

In age group 9<sup>th</sup> thru 12<sup>th</sup> grade the winners were Karlie Nichols from Shelby, Zachory Amsden from Broadus won second and Jake Boyer from Helena took third place.

Congratulations to all the participants and the winners.



*1<sup>st</sup> place winner Ivy Cox of Kalispell pictured with (l-r) MDT Director Mike Tooley and Lt. Governor John Walsh.*



*Trey Kelley of Polson took first place in 5<sup>th</sup> through 8<sup>th</sup> grade category, pictured here with Director Mike Tooley and Lt. Governor John Walsh.*

# Administrator's Column

**Condolences:** to the family of Leonard Coyle who lost his life recently in an aircraft accident just north of Helena, (see obituary on page 6). Our thoughts are with his wife Carolyn, and his two children, Jeanne and Sam at this time.

**Essential Air Service Update:** The USDOT has issued an Order Requesting Proposals from air carriers interested in providing EAS service at Glasgow, Glendive, Havre, Sidney and Wolf Point. Proposals are due no later than July 15. Silver Airways has filed a Notice of Intent to Terminate Air Service at these same communities effective September 27.

**Foxx confirmation:** Charlotte, North Carolina Mayor Anthony Foxx was unanimously confirmed (100-0) recently by the full Senate as the 17th U.S. Secretary of Transportation. Foxx earlier had told the Senate Commerce, Science and Transportation Committee at a nomination hearing that safety will be his top priority. Foxx has an affinity for urban needs but says he will also focus on improving the efficiency and performance of the existing transportation system and rebuilding the nation's infrastructure. He previously served as a Justice Department attorney and a Democratic aide to the House Judiciary Committee.

**Small community grant applications due:** The Small Community Air Service Development Program and the US DOT have just announced the process for 2014 applications. The program was designed to help communities enhance their air service. If you or one of your airport sponsors is interested in the grant program, applications are due in July 26. For complete program information including eligibility, criteria, forms, etc. go to: <http://library.constantcontact.com/download/get/file/1102722494172-591/NASAO+Briefs+130628+Community+Air+Service.pdf>

**Homeland Security aircraft searches:** reports of pilots being questioned by U.S. Department of Homeland Security Customs and Border Protection have increased causing an uproar within the aviation community. AOPA has questioned CBP's authority to conduct the searches and has been told not to expect a response to its February 12 letter for at least six months. Searches are being conducted even when flights originate and end well within the borders of the United States. AOPA has prepared a checklist offering guidance to pilots if stopped by law enforcement and a search is requested. The checklist, designed to fit on a pilot's kneeboard, advises members of important questions to ask law enforcement and also the regulations regarding searches. To view the checklist click here: <http://www.aopa.org/-/media/Files/AOPA/Home/News/All%20News/2013/June/CBPGuidelinesKneeboard.pdf>



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# Calendar of Events

**July 13** – Del Bonita Work Session. For further information phone (406) 444-2506.

**July 13** – Planet Bronze Fine Art Gallery Show & Sale, 9:00 a.m. to 9:00 p.m., 905 N 5<sup>th</sup>, Bozeman. Own a piece of history aviation memorabilia (Amelia Earhart, Orville Wright, Charles Lindberg, Neil Armstrong, John Glenn, Chuck Yeager, Jacqueline Cochrane, Burt Rutan and more!) For further information contact Dennis Harrington at (406) 585-0050 or email [galler@planetbronze.com](mailto:galler@planetbronze.com)

**July 20** - Air Fair 2013 – Ennis Big Sky Airport, Ennis. This will be a fun, family friendly event filled with static aircraft, cars, and inflatables for the kids. There will also be some aircraft/helicopter contests for those who are looking for a challenge or little bit of competition. A free lunch will be provided by Choice Aviation. Glide, Fly, or Drive we would love to see you at Air Fair 2013! For further information on the Ennis event contact Troy Hunter at (406) 682-7502 or [eks@choiceaviation.com](mailto:eks@choiceaviation.com).

**July 20** – Jim Bridger fly in and celebration days. Pancake breakfast 7:00 a.m. to 9:00 a.m. the fly in is held in conjunction with Jim Bridger days that will be going on in the town of Bridger. For further information contact Merrill Pfeifer at (406) 662-3319.

**July 20-21** – Schafer Meadows work session. For further information phone (406) 444-2506.

**July 21** – St. Ignatius Fly In – 8:00 a.m. to noon. Free huckleberry pancake breakfast, Young Eagle rides, Av gas giveaway and door prizes. For further information contact Mike Kuefler (406) 544-2274.

**August 1-3** – Montana Antique Aircraft Association Annual Fly In at Three Forks Airport (Pogreba Field). Flour bombing, spot landing contests. Free camping on airport. For further information contact Pat Green at [greenrrg@aol.com](mailto:greenrrg@aol.com); Ken Flikkema at (406) 580-6207; Bob Green at (406) 539-7830 or Tim Linn at (406) 451-5897.

**August 3** - Air Fair 2013 – Yellowstone Regional Airport, Cody, WY. This will be a fun, family friendly event filled with static aircraft, cars, and inflatables for the kids. There will also be some aircraft/helicopter contests for those who are looking for a challenge or little bit of competition. A free lunch will be provided by Choice Aviation. Glide, Fly, or Drive we would love to see you at Air Fair 2013! For further information on the Cody, WY event contact Joel Simmons at (307) 587-9262 or [cod@choiceaviation.com](mailto:cod@choiceaviation.com)

**August 11** – Lions Club Drive In, Fly In breakfast and model airplane show at Hysham Airport beginning at 7:00 a.m. For further information contact Bob Miller (406) 342-5252 or email [bpmiller@rangeweb.net](mailto:bpmiller@rangeweb.net).

**August 16-18** – Montana Fun Weekend - Cut Bank International Airport. Fly in/Drive In Breakfast. Nostalgia Drags, Car Show, Bowling Ball Bombing, Burnout Contest, show Planes, and much more! For further information contact Dave Ries at (406) 873-8683/229-0376 or visit website [www.cutbankairport.org](http://www.cutbankairport.org) .

**August 17** – Montana Department of Transportation celebrating 100 years of service. MDT Aeronautics Division, 2630 Airport Road; 12:00 p.m. to 3:00 p.m. Static Display, Young Eagle Rides, Entertainment, and Refreshments. Held in conjunction with Helena Regional Airport Open House. For further information call (406) 444-2506 or visit our website at [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/).

**September 6-8** – Search Clinic, Columbus Airport. For further information visit our web site at [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/) or call Dave Hoerner (406) 444-9568 or email [dhoerner@mt.gov](mailto:dhoerner@mt.gov).

**September 26-27** - Montana Community Airport Association 2013 Fall Conference. Hilton Garden Inn Kalispell. For further information visit our website at [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/).





# Dozens of Aircraft Fly in for Meadow Creek Work Session

By Wade Cebulski, Aviation Support Officer



The summer weather held for a great turn out on June 15 at Meadow Creek. Twelve aircraft of various makes and models were on site with a large group of men, women and children doing the labor.

A tremendous amount of work was accomplished. Earlier in the year one of the two outhouse's had taken a direct hit from a beetle killed lodge pole pine, so a group of individuals with sledge hammers in hand dismantled the building and it was piled for burning at a later date. The metal roofing material and stool were hauled out for disposal. Beetle killed trees had also fallen on picnic tables around the different camping spots so these were chopped up for firewood and stacked. Some picnic table boards were replaced as the old ones had become rotten and a coat of linseed oil was applied. Volunteers used weed eaters for all the weeds around the runway cones for the full length of the runway. In the over-run area to the south, holes were filled with dirt and rocks removed. The windsocks were replaced and serviced. Quite a few hazardous trees were removed from around the airstrip perimeter along with brush removal.

One of the highlights of the work session of course was lunch that was provided by the local EAA Chapter of grilled steak and chicken with all the trimmings prepared by Ry Keller.

Thanks to everyone who donated their time and energy for a very successful work session, we look forward to seeing you at the Schafer Meadows work session on July 20-21.

## Utah Backcountry Pilot Shelter Dedicated

Thanks to the volume of folks responding to the Recreational Aviation Foundation plea of "a ten-spot for a tent-spot," the Escalante pilot shelter was adequately funded and nearly completed in time for its June 15 dedication to local pilot and aviation enthusiast Paul Bowmar, who died in an aircraft accident in January. About 100 folks attended its dedication.

The RAF partnered with Utah BackCountry Pilots and Shep-Rock Foundation to match individual donations. Donations are still being accepted at [www.theraf.org](http://www.theraf.org) and any excess funds will go to future Utah projects.

With the help of Escalante City, Paul's widow Linda Mansell, Myron Porter and many volunteers, Mark Austin donated his time, arranged for all materials, and while swinging a hammer supervised work on the 25'x13' shelter. Volunteers installed the custom engraved "RAF Fire Hub" style fire ring and prepared tent sites. The shelter, designed by Gordon Rock, will have ungalvanized corrugated steel roof, siding and features, "so it will rust to a nice earth tone," Rock said. It has a barbeque, wash basin, electric power, water and picnic tables.

"This new site adds one of the finest flying-in camping destinations in the west," said Wayne Loeber, RAF Utah liaison and construction volunteer.

"We were thrilled at the number of individuals supporting this project," said John McKenna, RAF president, adding, "There seems to be a lot of heart and soul in this fund raiser."

The Recreational Aviation Foundation is a public 501(c)(3) non-profit organization based at 1711 W. College, Bozeman, MT 59715 [www.theraf.org](http://www.theraf.org)





# Know Your Emergency Landing Locations

By David J Hoerner, Safety & Education

The VFR pilot was flying from Great Falls to Kalispell. The east winds had pushed the clouds west up against the eastern front of the Rocky Mountains. All possible low level flights through Gibson Reservoir or Marias Pass was plugged with clouds all the way to the ground.

The weather briefer had reported tops at 10,000 over the wilderness with a scattered layer over the Flathead valley. The pilot knew that if weather stayed as reported and he elected to fly above the clouds, he would be flying over a solid layer until arriving over the Flathead Valley.

All types of flying have adherent risks, but if a mechanical problem would arise while flying above a solid cloud deck, letting down through clouds while not having working instruments could end up disastrous.

The pilot weighed the risk and departed west toward the mountains and the lowering cloud base. He was down to 400 foot elevation when he saw it, an opening in the clouds showing clear blue sky.

He immediately added full power on the Cessna 182 and climbed. At 12,000 feet the airplane drifted into clear air above the clouds. From the pilots vantage point it looked like clear sailing west bound all the way to the Flathead.

The bright white clouds below gave an illusion of safety that was only a deception. What looked like soft soothing clouds would turn into a visibility robbing enemy if the airplane was forced to enter into them.

The seriousness of flying above the clouds became apparent as the pilot scanned for openings, there were none. The usual familiar hum of the engine seemed to magnify as our pilot's heart rate climbed with thoughts of what if. "If I could do it over I'd be back at Great Falls on the ground," he thought to himself.

His only saving grace was that he'd recently acquired an I-pad and had purchased a program that had synthetic vision. The I-pad showed the terrain below the overcast and also showed the airplanes flight path along the ground.

"What if the engine quit now, where would I go?" the pilot asked himself.

He had recently installed way points that represented an abandoned airstrip in the Bob Marshall Wilderness. A few calculations eased the tension, from his present altitude he could glide to most of them.

Directly behind the airplane and two miles below was Pretty Prairie, 47 34'40.19"N 112 54'47.92"W, which is just upstream toward Benchmark Airstrip from Gibson Reservoir. Then to the north in the Sun River Drainage was Gates Park, 47 47'24.06"N 112 56'35.08"W.

To the southwest in the South Fork of the Flathead drainage is Holbrook, 47 34'28.75N 113 18'54.04W, and upstream four miles from Holbrook is Murphy Flats, 47 30'45.18N 113 16'54.81W.

A few miles farther south of Murphy Flats is Big Prairie, 47 30'29.09"N 113 14'08.32"W, and then 10 mile farther south is Basin Airstrip, 47 24' 53.01N 113 05'57.17"W, and 9 miles farther south is the Danaher Basin Airstrip, 47 20'03.49N 113 00'06.48W.

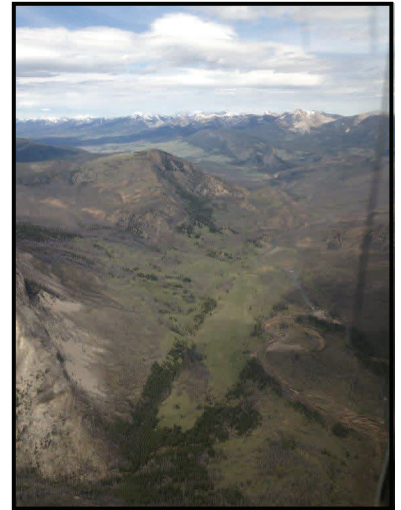
Directly ahead and downstream on the South Fork of the Flathead River at 7 miles is the old Black Bear Runway, 47 43'09.32"N 113 22'32.03W, and then downstream 10 miles farther is the active airport Meadow Creek, 47 50'.8"N 113 24'.6"W. Ten miles farther downstream and just above the Hungry Horse Reservoir is Spotted Bear, 47 57'.50"N 113 33.6"W, which is the first airstrip out of the wilderness that is accessible by automobile.

He knew that these old abandon runways weren't usable, restricted and the conditions probably poor. But they would be his choice for survival in an emergency.

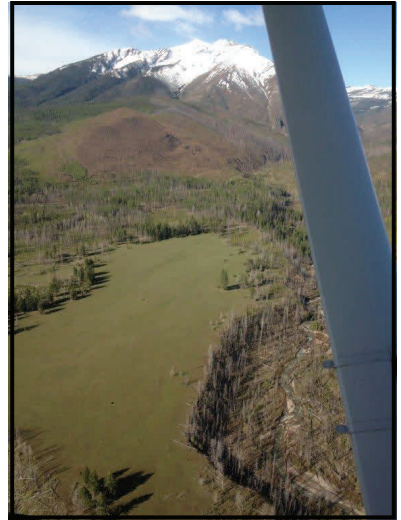
In the past he'd practiced his short field takeoffs and landing techniques and felt that he could land 100 percent of the time at his elected landing spot at minimum controllable airspeeds and felt good about being prepared.

The miles slowly counted down until openings in the clouds showed images of farmers' fields in the Flathead Valley. Taking his first big breath in a while, the pilot knew fortune had been with him.

There hadn't been any problems except for his mind playing the, what if game.



*Pretty Prairie Airstrip*



*Murphy Flats Airstrip*



*Black Bear Airstrip*

# The View From Above - Up in the Air With Chris Boyer

*By Pat Hill, article originally appeared in April, 2013 issue of The Montana Pioneer, reprinted with permission*

Chris Boyer of Bozeman is a pilot with a love of the land and an eye for detail. Those qualities combined with an affinity for photography and conservation have led to sometimes startling and often award-winning images in his portfolio.

Boyer, who turned 49 in March, said a summer trip with his family to a Wyoming dude ranch, when he was 14 years old, probably set the course of his life.

"That first trip West got me," Boyer told the Pioneer. "The ranch we went to was in the upper Gros Ventre country [near Jackson Hole]. I went to work at the ranch the following summer, and ended up working on ranches until my mid-20s."

Life in the Rocky Mountain West was a lot different than Boyertown, Pennsylvania, where he was born, and Boyer said he ate it up.

"Punching dogies and driving swathers... that's the best for an East Coast kid," he said. But Boyer's love of the land inspired him to go beyond the life of a ranch hand, and in 1989 he decided to go to college.

"Bozeman was the closest real city," Boyer said, so he saddled up and went to Montana State University. In Bozeman his undergraduate work and lifelong interest in conservation led to his first real work in that field with Inter-Fluve, an engineering firm based (in part) in Bozeman, and specializing in stream restoration. Inter-Fluve has brought fishing back to life at over a thousand locations in the United States and beyond since its inception in 1983.

Boyer's experience restoring trout fisheries with Inter-Fluve led to graduate school at Portland State University, where he studied hydrology, geomorphology and political science. Oregon State was also the place where Boyer began to take to the skies.

"I got my pilot's license at Oregon State," Boyer said. "It was practically free to learn how to fly there... their flight club was heavily subsidized. It cost \$30 an hour for a Cessna 150, fuel, and an instructor. There was just no reason not to do it." Boyer said he quickly realized that being able to see the nature of the land he was assessing, from the air, greatly improved his conservation goals on the ground. Boyer, a mostly self-taught photographer, said that imagery began to play a greater role in his increasingly-airborne career.

Boyer also said the "consulting thing" was just starting to get going in the West while he was in grad school, as landowners and buyers became more interested in preserving habitat, and restoring lands that had often been ravaged by ranchers, miners, loggers, and later, developers.

In 1994-95, Boyer started Kingfisher Consulting, mostly working with those private landowners who wanted the pristine back in their property.

"We started shooting our own projects, using cameras installed on vertical camera mounts on the aircraft," Boyer said.

"Clients love to see their property from the air... they get the whole picture." But Boyer said the "novelty of consulting wore thin during the real estate boom."

"Consulting got cut-throat... not like real restoration," he said. Boyer also said he began to realize that the landscape he was recording was being damaged more than it was being restored.

"It seemed that I could make a go of aerial photography. I am more into conservation than consulting, and photography was a better fit." With that decision, Boyer's Kestrel Aerial was born.

"Strong imagery is a really important tool in conservation," said Boyer. "I look for other people [who] find my images... useful in an advocacy role. What I've been able to do is a real mish mash of projects that pay for the airplane, cameras, and donated flights for conservation and humanitarian issues. Survey and mapping jobs are necessary for me, in order to do this. It's not a lucrative business but it's getting better every year. I'm lucky to be able to do it."

Another angle of Boyer's business these days includes wildlife surveys and mapping, and he recently completed a survey of the Trumpeter Swan population in the Yellowstone Park area that he has helped to map from the air.

Boyer's plane is a bright-red 1957 Cessna 172 that is perfectly suited to his work. The small instrument panel of the aircraft gives Boyer a large windshield for visibility. The plane can be flown with the doors off, and can operate in a near-hover at 40 miles an hour.

"Flying is a lot easier than cameras," Boyer said. "Flying is a lot more fun." But Boyer likes his cameras, too. A pair of 21-megapixel Canon EOS 5D Mk II cameras are his current tools of choice for mapping.

"They are great cameras... easy to work with," said Boyer. He also shoots with a 16.7-megapixel Canon EOS 1D Mk II. Boyer fixes a camera to his aircraft with a vibration-dampened vertical camera mount system he designed specifically for the Cessna. His design required no modification of the aircraft; the camera is positioned over a small inspection port in the Cessna's belly. The mount allows him to capture images in detail with relative ease, such as Boyer's shot of Grand Prismatic Spring in Yellowstone Park (see cover), the largest hot spring in the United States, and the third largest in the world.

Two of Boyer's images made it into the prestigious Smithsonian National Museum of Natural History's Nature's Best Photography Awards lineup, chosen from more than 20,000 entries from 56 countries. One of Boyer's Smithsonian images, Centennial Valley, shot in Beaverhead

County, Montana, details a meandering Beaverhead River flowing through the valley with an amazing bird's-eye view.

Boyer though, ironically, describes this acclaimed image as a "parody... a pretty picture of a ravaged landscape—a drained out irrigation reservoir." Indeed, Boyer doesn't concentrate specifically on the picturesque. He instead seems to urge caution about such images. While recognizing that they are highly appealing, they can also convey an idealistic impression regarding current realities in conservation. While his images often capture stunning panoramas and majestic views available from the air, those Boyer classifies as conveying "purity," the shots he is as likely to emphasize reveal stark man-made intrusions, the eruption of oil and gas wells near Wilsall, the Bakken oil fields of northwest Montana, the ravaged lands of Colstrip, and Butte's gigantic Berkeley Pit, scenes that to be genuinely comprehended must be viewed from the air.

In effect, Boyer's "pretty pictures," as he calls them, having attracted interest to his work, even acclaim, also serve to portray conservation issues that are dramatically depicted through the stunning effect of aerial photography.

"I love to fly around the less-charismatic landscapes," he said. "They are under-represented in the conservation movement."

Boyer also loves his volunteer flying with Light-Hawk, an organization dedicated to championing environmental protection through the unique perspective of flight. Boyer has logged well over 200 volunteer hours in the air with LightHawk since joining the organization in September of 2005.

Boyer, also, volunteers with Angel Flight, which provides free flights for individuals and health care organizations in need. An Angel Flight-connected service last year provided Boyer with one of his best flying memories. Big Sky Honor Flight carries veterans to Washington, D.C., at no cost to them, so they may see their War Memorials in person. Priority is given to terminally ill and World War II veterans. One of Boyer's passengers was a World War II gunner he picked up at a landing strip on the way.

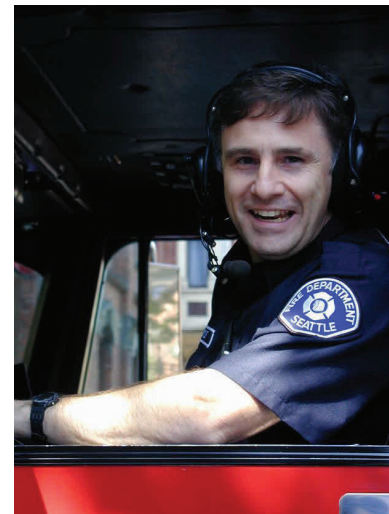
"The dynamic between the young guns on board and the old Navy gunner was so cool," Boyer said. "You could really see the 'greatest generation' theme going."

As a member of a more recent generation, Boyer's training as a pilot holds together the tapestry of a multi-dimensional life and career that includes conservation, aerial photography, volunteer work, consulting, wildlife surveying, and mapping.

# In Memory of Leonard Andrew Coyle

*Originally appeared in the June 27, 2013 Helena Independent Record*

Leonard Andrew Coyle, 51, died on June 24, 2013, doing something he had dreamed of doing since he was a boy: flying. He was born Dec. 19, 1961, in Portland, Ore., to Jeanne Margaret Coyle. He was the oldest of three children, and when his mother died at age 29, Leonard, then only 11, had to grow up fast and fostered his extreme bravery and loyalty. He became a Seattle firefighter and served for 19 years, most of those as a driver at Station 2 in busy, downtown Seattle. He loved everything about being in the outdoors: photographing it, hiking, fly fishing, flying over it. The only things he loved more were his wife, Carolyn, and his two children, Jeanne and Sam. They moved to Helena in 2002. Not a day went by in 11 years that Leonard didn't look at his surroundings and say how lucky he was, LOL — "luck of the Leonard," he called it. He is survived by his wife, Carolyn; and his two children, Jeanne, 14, and Sam, 12; his stepmother, Barbara Coyle of Silverton, Ore.; sister, Terri Coyle, in Kansas City, Kan.; brother, John, in Virginia; two adopted sisters, Colleen Tillman and Mary Ray of Portland; and three adopted brothers, James (Wisconsin), Jefferson (Arizona) and Pat of Oregon. He is preceded in death by his mother, Jeanne Margaret Coyle, and his uncle and stepfather, retired Portland firefighter Edward Charles Coyle.



## Fascinating facts about WW II Aviation

On average, 6600 American servicemen died per MONTH, during WWII (about 220 a day).

People who were not around during WW2 have no understanding of the magnitude. This gives some insight.

276,000 aircraft manufactured in the US .

43,000 planes lost overseas, including 23,000 in combat.

14,000 lost in the continental U.S.

### The staggering cost per aircraft in 1945 dollars

B-17	\$204,370.	P-40	\$44,892.
B-24	\$215,516.	P-47	\$85,578.
B-25	\$142,194.	P-51	\$51,572.
B-26	\$192,426.	C-47	\$88,574.
B-29	\$605,360.	PT-17	\$15,052.
P-38	\$97,147.	AT-6	\$22,952.

From Germany 's invasion of Poland Sept. 1, 1939 until Japan 's surrender on Sept. 2, 1945 = 2,433 days.

*America lost an average of 170 planes per day.*

A B-17 carried 2,500 gallons of high octane fuel and carried a crew of 10 airmen.

9.7 billion gallons of gasoline consumed.

108 million hours flown.

460 thousand million/460,000,000,000 (460 Billion) rounds of aircraft ammo fired overseas.

7.9 million bombs dropped overseas.

2.3 million combat flights.

299,230 aircraft used.

808,471 aircraft engines used.

799,972 propellers.



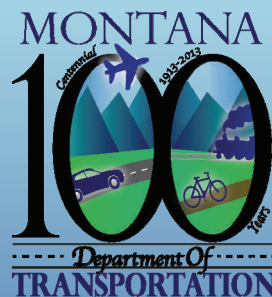
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**July, 2013**

5403



*Please join the*  
Montana Department of Transportation  
Aeronautics Division  
*In Celebrating 100 Years of Service*



*Saturday, August 17*

*12-3 p.m. at the Montana Aeronautics Division, 2630 Airport Road, Helena*

*For more information visit our website [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/)*



# 2013 SEARCH PILOT CLINIC

Sept 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> - Columbus Airport, 6S3

## Class Schedule

The Clinic is very fast paced and intense. The sessions will run from Friday evening 5:00 P.M. to Sunday 3:30 P.M. with very little time to socialize. If selected to participate you must agree to attend all sessions in full. With these conditions in mind, we ask that you do not bring spouses, friends, children, or pets.

## What to expect

- Two hours dual flight instruction in mountainous flying and SAR techniques
- Instruction and operation of ELT direction finders
- Outdoor survival instructions
- Emergency Medical Training

## Requirements for acceptance

- You must be a Montana registered pilot with MDT Aeronautics Division.
- You must agree to attend, be on time, and remain for the duration of all scheduled sessions.

## Accommodations

- Big Sky Motel, 740 E Pike Ave, 406-322-4111; a few blocks away has clinic rates of \$50.00 single and \$80.00 double.
- Super 8, 602 E 8<sup>th</sup> Ave, 406-322-4101; has a 20% discount rate of \$95.00 and \$105.00 for the Clinic.
  - ✓ Make sure to call in advance identifying that you are participating in the Clinic, these are the only available motels in Columbus. Participants are responsible for their own lodging and transportation to the Clinic. Price includes lunch and dinner but breakfast is your responsibility.

The program is at the Columbus Airport, (6S3). Weather permitting, we will be searching the area south of Columbus and up into the Beartooth Mountains. If you're coming by airplane, tie down on the Columbus ramp. We will have the Clinic tie downs marked so please use the other tie downs provided. The Rickman Hangar is on the west side of the ramp and will be the training center.

We will accept 24 Montana pilots to participate in the flying sessions; however, anyone may attend the ground sessions for half price. The registration fee is \$140/entire clinic or \$70/ground sessions only. Please indicate below if you will be attending all sessions or ground sessions only. You will receive an acceptance letter and schedule if selected for the program (you will be asked to submit payment at that time). For further information phone David Hoerner (406) 444-9568; (406) 250-6248 or email [dhoerner@mt.gov](mailto:dhoerner@mt.gov).

Return this portion to: MDT Aeronautics, PO Box 200507, Helena MT 59620-0507  
**DO NOT SEND PAYMENT AT THIS TIME - IT WILL BE REQUIRED UPON ACCEPTANCE INTO THE CLINIC**

Ground Sessions Only (complete \* fields only)       All scheduled sessions (complete whole form)

\*Name: \_\_\_\_\_

\*Address: \_\_\_\_\_

\*City: \_\_\_\_\_ \*State: \_\_\_\_\_ \*Zip: \_\_\_\_\_

\*Email: \_\_\_\_\_ \*Phone: \_\_\_\_\_

Ratings: \_\_\_\_\_ Cessna 182 flight time: \_\_\_\_\_

Date of last flight review: \_\_\_\_\_ Date of last medical: \_\_\_\_\_ Weight (mandatory): \_\_\_\_\_

Total Flight hours: \_\_\_\_\_ Total Flight hours in the last 12 months: \_\_\_\_\_