



Art Contest Awards Ceremony

This year the Montana Aeronautics Division Aviation Awareness Art Contest used the theme “100 years of Powered Flight”, commemorating the centennial of the Wright Brother’s first powered flight on the sands at Kitty Hawk, North Carolina.

More than 100 students throughout Montana participated in the contest. All of the art received was worthy of an award and we at Aeronautics want to thank all of you that participated.

The overall winners of ages 6-10 are:

- 1st place, Rebecca Brown, 1st grade of Conrad
- 2nd place, Dani Bergey, 4th grade of Bozeman
- 3rd place, Iris Olson, 2nd grade of Missoula

The overall winners of ages 11-15 are:

- 1st place, Jamie Lee Fox, 8th grade of Harlem
- 2nd place, Crystal Dorne, 10th grade of Swan Lake
- 3rd place, Rebecca Roberts, 6th grade of Ulm

The overall winners of ages 16-18 are:

- 1st place, Robert Cozby, 10th grade of Deer Lodge
- 2nd place, Burke Hendrickson, 12th grade of Belt
- 3rd place, Robert Van Voast, 12th grade of Turner

The first place winners and their parents were picked up from their hometowns in the state aircraft with Jeanne MacPherson and Mike Rogan piloting and a third plane came from Minuteman with Art Dkystra piloting.

The awards ceremony was held on June 4th at 10:15 a.m. in the Governor’s Reception Room, Governor Judy Martz presented the awards, Dave Galt, Director of Transportation and Debbie Alke, Administrator along with Jeanne MacPherson and Mike Rogan of Aeronautics were present at the awards ceremony extending their congratulations to this year’s winners. Debbie Alke gave a wonderful tour of the state Capitol, after which the winners, parents and pilots, had lunch at the historic Windbag Restaurant on Last Chance Gulch, then the winners and their parents were flown back home.



Flying First – Ages 16-18 – Robert Cozby, Deer Lodge

As the senior division winner, Robert Cozby is provided roundtrip air transportation together with paid tuition to attend a weeklong aviation education air academy at Oshkosh, Wisconsin in late July. The academy is held in conjunction with the world’s largest airshow—the Experimental Aircraft Association Annual Fly-in. See the other outstanding artwork on page 4!



Pictured l-r (back row) are Debbie Alke, Robert Cozby, Governor Martz, Dave Galt, Jeanne MacPherson and (front row) Rebecca Brown and Jamie Lee Fox .

Administrator's Column

Congratulations to Jeanne MacPherson: on being selected by the Experimental Aircraft Association to receive the EAA Freedom of Flight Award. This is one of EAA's highest and most significant honors. Jeanne is being recognized for demonstrating her passion for flight by providing more than 2700 children with an EAA Young Eagle flight. Past recipients include: Cliff Robertson, Neil Armstrong, Paul Poberezny, John Denver, Chuck Yeager and other distinguished aviators. The goal of the EAA Young Eagles Program is to give one million young people ages 8-17 a free introductory airplane flight by the 100th anniversary of the Wright brothers' first powered flight in December of this year. Through the EAA Young Eagles Program, the hope to inspire a new generation to explore the exciting world of aviation is being promoted. ➔

Playing in the Dirt: Be sure to check out the June issue of Plane & Pilot. There is a great article about backcountry and recreational flying featuring Chuck Jarecki and John McKenna, two members of the MPA Recreational Airstrip Committee. Thanks to these guys for providing great information on wilderness flying and opportunities in Montana. You can access the article at: www.planeandpilotmag.com/content/2003/june. ➔

Fort Peck Meeting: A meeting was held on June 19 at Fort Peck to discuss the current regulations for aircraft landing. The U.S. Army Corps of Engineers, U.S. Fish & Wildlife Service, Department of Fish Wildlife and Parks and many local pilots attended. Myself, Jeanne MacPherson and Mike Korn of FW&P participated by telephone. In a spirit of cooperation, the Corps of Engineers and U.S. Fish & Wildlife Service have agreed to explore the process for amending the current Corps of Engineers Seaplane Landing Plan currently in effect for operations at Fort Peck Lake. The Department of Transportation through Director, Dave Galt is pursuing a request to the Attorney General regarding jurisdiction over waterways in the state. ➔

Warning Aircraft Owners: The FAA is reviewing registration data provided by aircraft owners looking for records that don't meet aircraft registration requirements. FAR 47 states that an aircraft's registration becomes ineffective for operation when the aircraft changes hands. The new owner must file evidence of ownership, such as a bill of sale, and an application, and receive a temporary or new registration certificate in order to continue operation. A check by AOPA found that some 18,000 aircraft could be called into questions. The FAA says the "in question" registration listing is informational only and intended as a flag to FAA regional representatives about aircraft that need to be checked, not a legal determination of a registration status. ➔

Build an engine with your mouse: How would you like to build your own aircraft engine on the Internet? Superior Air Parts has created a Web site where you can take the company's new zero-time XP-360 engine and add options and components such as a fuel injection system instead of a carburetor. The Web site keeps a running cost total and provides a summary at the end. The engine is available now for the homebuilt market, but Superior is hoping for FAA certification to enter the production fleet this fall. Check out Superior's website at www.xp-360.com. ➔

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David A. Galt, Director

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Dave Kimball Retires



Dave Kimball, Director of Aviation recently retired after many successful years at Rocky Mountain College. Pictured above (l-r) is Dave's replacement Dan Hargrove a native Montanan originally from Bozeman who just retired from the Air Force, Karen Speeg, Flight Instructor Rocky Mountain College and Dave Kimball. Congratulations Dave, we'll miss working with you and wish you nothing but the best, enjoy!!

Missoula Skyflite Reunion – Sunday, July 27, 2003 – Barbeque, Beverages, and renewing old friendships. Location will be at Dick, Eric & Barbara Komberec's Ranch, 8 miles west of Drummond at the old town site of Bearmouth. Events, food & fun begin at 1:00 pm. All former friends of Joy, Julie & Joanne Lueck are welcome. Come and visit with all the former pilots, flight instructors, mechanics, students, USFS personnel and customers from those wonderful years. This event was put together to thank Joy Lueck (the first woman in Montana to receive her license as a commercial helicopter pilot) for all that she and Bob Leuck did to give us a great start in a life time of aviation. Please call to RSVP or obtain information and directions (406) 240-2513, (406) 825-5080, (406) 543-1841.

Calendar

July 4-6, 2003 – Paradise Valley Flying Service fly-in in honor of the many people across the U.S. who have contributed their support and letters of encouragement this year. A pig roast is planned. Mogas and parking are available on the field, BYO tie downs. Airport diagrams are available on request at (406) 333-4788 or flyingy@mcn.net.

July 12, 2003 – Missoula Air Show featuring the United States Air Force Thunderbirds. Tickets on sale at all GrizTix locations (243-4051; 1-888-MONTANA), and the Missoula Airport Administration Office. Adult General Admission \$12.00; Kids/Seniors \$9.00; Reserved Seats \$15.00. Gates open at 9:30 a.m, Flag Drop at 11:00 a.m.

July 12, 2003 - Fly-in Breakfast & Toy Show – Big Sandy Airport.

July 12, 2003 - Helena Regional Airport Open House - 10:00 a.m. - 4:00 p.m. Lots of food, prizes (including airline tickets) and special events.

July 13, 2003 – Pancake Breakfast/Fly-In, 7:30 am–11:00 am, sponsored by the Ravalli County Pilots Association. Young Eagle flights, radio-controlled aircraft and antique cars.

July 18-20, 2003 – Fly in and work session Schafer Meadows Airstrip.

July 27, 2003 - Missoula Skyflite Reunion. Komberec's Ranch, 8 miles west of Drummond at the old townsite of Bearmouth. Events, food & fun begin @ 1:00 pm. For further information or to RSVP phone (406) 240-2513; (406) 825-5080 or (406) 543-1841.

July 29-August 4, 2003 – EAA Airventure Oshkosh.

July 31 – August 2, 2003 – Evel Knievel Daze/Fly-In, Butte. For further information phone (406) 494-3771, see page 7 for a list of events.

August 7-9, 2003 – Montana Antique Airplane Association annual fly-in, Three Forks Airport. Young Eagle Rides, Four Bombing, Spot Landing and more! For further information phone Steve or Cindy Kleimer at (406) 586-2307.

August 8-10, 2003 – 10th Annual Splash-In Fly-In. Lower Stillwater Lake 14 miles west of Whitefish, MT on US Hwy. 93 West. For further information go to www.stillwaterlanding.com.

August 8-10, 2003 – Northwest Mountain Family Fly-in, McCall, Idaho. For further information phone Frank Lester (208) 334-8780 or John Goostrey (800) 453-0001 ext. 225 or one line at familyflyin.net or www.faa.gov/fsdo/boi.

August 10, 2003 – Stagger Wing fly-in pancake breakfast, Seeley Lake Airport, 7:00 am - noon. For further information contact Geanette Cebulski at (406) 677-3423.

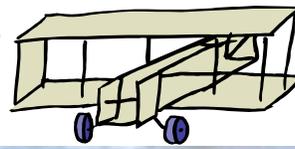
August 15–17, 2003 – Montana Fun Weekend, Cut Bank International Airport. Event contacts – Car show and car events, Roy Nollkamper (406) 873-2137/5566/450-1078; Airplane fly in and aircraft events, Dennis Lenoir (406) 873-2221; Vendors, booths and general event information, Dave Anderson (406) 873-5616.

August 23-24, 2003 – Fort Peck Fly-In, for further information phone Lanny Hanson at (406) 228-2433 or (406) 228-4848.

August 28-30, 2003 – INAC annual conference, Kelowna, BC.

September 6, 2003 – Northern Skies Aviation Open House and Fly-In. 8:00 am–6:00 pm, Laurel Municipal Airport (6S8). Airplane and helicopter rides and displays, contests for pilots and kids, free workshops by Northern Skies Flight instructors for pilots and non-pilots. For more information contact Northern Skies at (406) 628-2219 or www.northernskies.com.

2003 Aviation Awareness Art Contest Winning Entries



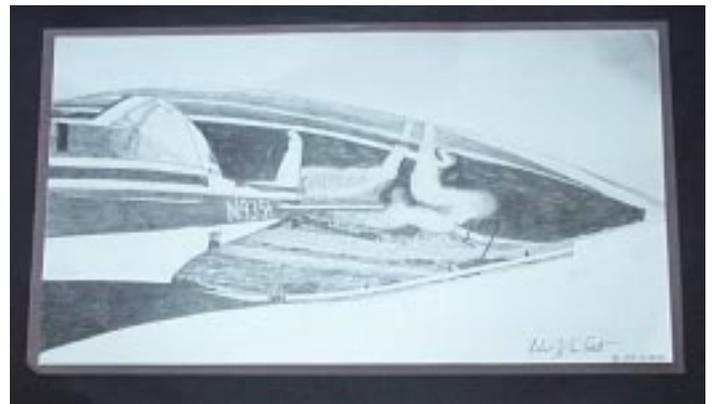
Flying First – Ages 11-15 – Jamie Lee Fox, Harlem



Flying Second – Ages 16-18 – Burke Hendrickson, Belt



Flying First – Ages 6-10 – Rebecca Brown, Conrad



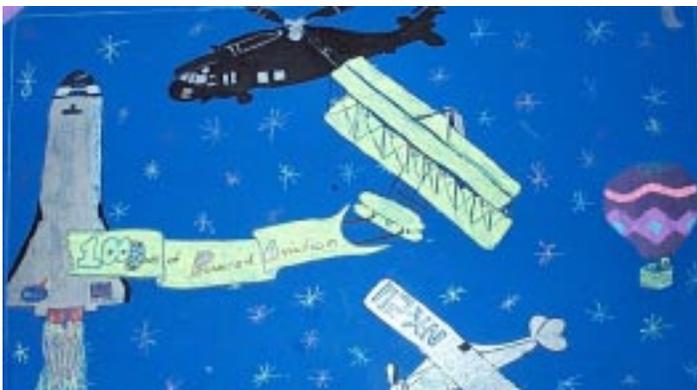
Flying Third – Ages 16-18 – Robert Van Voast, Turner



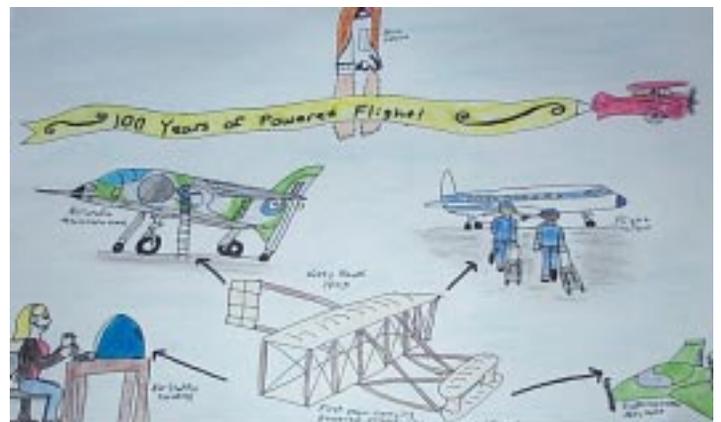
Flying Third – Ages 6-10 – Iris Olson, Missoula



Flying Second – Ages 11-15 – Crystal Dorne, Swan Lake



Flying Third – Ages 11-15 – Rebecca Roberts, Ulm



Flying Second – Ages 6-10 – Dani Bergey, Bozeman

Walking the Walk

By: Mike Quinn, Aviation Support Officer

Tracy O'Connor walked into the room with a small refrigerator in his arms, a devilish smile on his face, and a twinkle in his ice-blue eyes. It was August of 1990, our first day of college, and Tracy had the unlucky draw of having to be dorm roommates with the most arrogant, full-of-himself, punk-kid freshman at the school: me.

Tracy and I seemed to have absolutely *nothing* in common: He had lived his entire life in Poplar, population of about 2,000 people, while I had just stepped off the plane from Philadelphia, population of over 3 million. He liked classic rock; I liked discothèque. He learned to drive on dirt roads; I had never seen one. He was a low-key Eastern Montanan; I was an uptight East Coast Snob. Even though we seemingly spoke the same language, we were about as similar as a shot of whiskey and a glass of skim milk. Not knowing that what we really were experiencing was culture shock, I remember lying in our bunks at night, trying to stun each other with tales of how we entertained ourselves growing up in such different environments. Tracy told me of times he would drag race his friend's Trans Am up the runway of the Poplar Airport, while I'd relive stories of how I used to get mugged on the subways en route to high school. Like I said – nothing in common.

It took me many, many years to finally figure out why in the world Tracy and I were ever paired together in the first place,

but like most puzzles, the solution is quite simple once you see it. Before heading out to school, all students had to fill out a questionnaire listing hobbies, interests, and goals. I listed aviation pretty much as all three (for the first time in my life admitting it openly), while Tracy simply grew up around airplanes. His father owned the flying service and was airport manager in his hometown, and a month after we started school Tracy received his commercial pilot's license. I played flight simulator video games, while Tracy had been flying the real thing almost all his life. I had never envied yet revered anyone more, and listened hungrily and with stark awe to any aviation story he would tell me. I talked the talk about The Dream of flying; Tracy walked the walk. Yet he never bragged about it, never carried an air of superiority with regards to it, was never judgmental towards me for not following my dream. Being a pilot was just who he was, something he always had been. I envied him his conviction and contentment. At the end of that year Tracy transferred to another university, and I never saw him again. But I never forgot about him.

Twelve years later found me circling the Poplar airport in preparation for the inspection that I perform for Aeronautics. Of the 113 airports around the State of Montana which I am charged to inspect, Poplar was the one I looked forward to the most from the beginning. I broke out in a cold sweat on the downwind, started almost

hyperventilating on base, and could honestly *see* my heartbeat in my vision on final, it was pounding so hard. Thankfully, I didn't bounce on landing. After shutting down the engine, I crawled out of the plane and looked over at the FBO – and there he was, walking towards me with the exact same devilish grin that strolled into that dorm room so many years before. I can't tell you what we said to each other, because I honestly don't remember. I just remember the laughter, and having the distinct feeling of being the Prodigal Son who finally came back home – who took the Long Way Home.

It was positively life-fulfilling to visit with Tracy and his father and brother, to put images to the places that Tracy had described so long ago, to actually be able to talk their language and understand them at last; to be an aviator. It took me a long time to finally follow in the footsteps of my aviation "Big Brother", and I think I finally understand what that twinkle in his eye was always about. It's about living life rather than dreaming about it; it's about Walking the Walk.

Tracy, his father, and his brother were all wearing "Dallas Aero" shirts from his father's flying service that day, and I thought it was one of the coolest things I'd ever seen. Maybe in another twelve years I'll have the guts to ask for one.

Big Sky Announces Changes

Effective June 30 through August 31, 2003, Big Sky Airlines has made temporary changes to its flight schedule due to the Sidney, Montana Airport runway construction project. No Big Sky flights can operate in or out of the Sidney Airport during the construction project. Big Sky's last flight out of Sidney will depart on June 30th at 5:45 a.m. The first flight returning to Sidney will be on the night of August 31st at 8:17 p.m.

Sidney passengers are encouraged to fly Big Sky flights either out of Glendive or Williston. These flights allow connections similar to what the Sidney flights had offered.

Flight times between Billings and Williston (Flights #2564, #2565) have also been adjusted based on no Sidney stops. Please contact your local travel consultant, the local Big Sky Airlines Sidney Airport ticket counter, or Big Sky Airlines reservations (1-800-237-7788) for information on flight times and temporary cancellations. The Sidney ticket counter will be open Monday through Friday from 9:00 a.m. to 5:00 p.m. during the construction project.



July 12th, 2003

Gates open at 9:30,
Flag Drop at 11:00am

Got a Stuka On My Hand

By Stephan Wilkinson – Originally published in *Popular Science (Man & Machine column)*, September 2002

I built and for nine years flew an airplane called a Falco, which is Italian for hawk. But it wasn't until May that I flew a real hawk—a cold eyed, scimitar-beaked, red-brown Harris's hawk that perched on my gloved left hand, flapped off into the Vermont air, dove at mice and voles like an F/A-18 with bin Laden in the crosshairs, and eventually returned softly to my hand. OK, it didn't return to my hand, it returned to the small cube of raw beef placed between my thumb and forefinger.

Yes, this column is called *Man & Machine*, but hang on, a hunting hawk is nothing more than a killing machine with the aerodynamics of a Reno racer. It is also hard, fast and shiny.

How fast? Well, how's 242 mph, a peregrine falcon's dive speed recorded in a recent edition of *National Geographic Explorer*. There is a piece of film shot in the 1940s, analyzed by the British Royal Navy, which concluded that a hawk, was diving at 273 mph, put skepticism abounds. Still, I can't think of a faster animal on the planet.

A diving hawk looks like a very angry top-gun Tomcat at full-aft wing sweep. The truly fast ones take only birds in midair, since they'd crater if they dove on a ground animal. The Harris's with which I practiced was better adapted to surface targets. Like feathered Stukas, hawks have tiny tabs called alulas at about the midpoint of their wings that form little leading-edge slots with which they can vary the direction of speed of a dive. Hawks even have tiny bony protrusions in their nostrils that act a bit like the splitters inside a supersonic jet's intake, to prevent the airflow in a dive from rupturing air sacs.

Hawk's don't sing, soar for fun, or socialize at birdfeeders. Their only vocalizations are a squawking "pick me, pick me" when you enter the mews where a bunch of hunting hawks are waiting to be taken out, and something that sounds like Yoda ruminating when they're on your fist and sense meat somewhere nearby. In the wild, a small raptor needs to eat 20 to 25 percent of its body weight per day – the equivalent of a 200-pound running back putting away 40 to 50 pounds of Big Macs and fries. All that hawks think about is food. They spend about 90 percent of their life standing mo-

tionless on a perch, digesting what they've eaten or looking for more.

A hawk can see a mouse a quarter-mile away, if it moves; these raptors see about three times as far and as clearly as can a human. Their "flicker vision" (the number of discrete images they process per second) is said to be four times that of a person's. Humans have about 200,000 cells per square millimeter in the image-acquiring parts of our eyes; hawks have a million or more. A hawk's pair of eyes weighs more than its brain.

The key to using hawks for sport hunting is not that the birds kill – they do that for a living – but that you can retrieve them after they do so. It's not that they form a bond with their handler, for you have as much chance of turning a hawk into a pet as you do of having a shark fetch your slippers. The trick is fuel management. No free-flight modeler would launch an airplane fat with gas, for that would let the thing fly so far he'd never get it back. Similarly, hawks are flown by falconers only when their "tanks" are a quarter full or perhaps even on reserve.

A falconer knows to a fraction of an ounce the empty weight, as a pilot would say, of his or her bird. If a Harris's hawk is just an ounce or two heavier than that, it's good to go: It'll run out of gas before flying too far and will be forced to refuel – to return for the easy chunk of meat on your fist.

As a new falconer with a bird on the fist, the first surprise is that the vicious-looking beak a foot from your face isn't a danger. A hawk's main weapons are its talons, and it would no more think of biting than a pit bull would consider kicking you in the shins. The second surprise is the bird's weight: It feels as heavy as you imagine a robin might, for its bones are quite hollow – a tube-frame fuselage, in effect.

When you "cast" the bird by stepping off with your right foot and urging it into flight with your left hand, it's like launching a balsa-and-Mylar model. You want to be smooth, not wrist-snappingly harsh, and your heart flies with the bird just as it would with the model. To fly a hawk is to be a hawk.

Even better is when the hawk returns. A cowboy whistle usually brings it back, and the bird wastes not an erg of effort on its nicely stabilized descent. On final, it goes right down into ground effect, less than half a wingspan off the ground, and adjusts its outer feathers like outspread fingers: quintuple-slotted flaps and ailerons combined, in effect. Coming over the fence, again as a pilot would imagine it, the bird brakes delicately, feeds in some aft stick and flares, gear down and locked, bleeding off speed by climbing the 5 feet from ground level to fist.

The sport of falconry is 4,000 years old, and along with the occasional use by African nobles of cheetahs to chase down game, and the use of cormorants by Chinese fisherman, is a rare example of wild creatures being used by humans for hunting. Falconry equipment – leather jesses to hold the hawk's legs, an intricately sewn hood to cover its eyes while traveling, a swung lure that mimics the hawk's prey, the thick glove – is much the same as it was when Kublai Khan rode forth with a staff of falconers on horseback tending his 500 raptors.

Except for one thing: the tracking beacon. Today, valuable hawks aren't flown until a tiny radio transmitter tailing a thin antenna wire is strapped to one leg, so the bird can be found if it gobbles up enough mouse meat to undergo a change of mind about the need to go home. What in the Middle Ages was the nobility's equivalent of r/c model airplanes has today become, if not radio-controlled, at least radio-located.



Bert Mooney Airport Fly-In & Evel Knievel Daze

July 31 - August 2, 2003

Friday, August 1

6:00 pm – 9:30 pm – Arrival

Saturday, August 2

8:00 am – 11:00 am – Breakfast for participants

Sunday, August 3

Fly-In departure from Bert Mooney Airport

Featuring: \$2.50 per gallon special on Avgas – available from Butte Aviation; On-Airport Camping; Special room rates at the Ramada Copper King Inn

Fun and excitement in conjunction with “Evel Knievel Daze”

Evel Knievel is Butte’s hometown legend – the most famous man on 2 wheels. Performing for over 40 years, Evel has jumped everything from buses in London to fountains at Caesar’s Palace to his most famous Snake River Jump. Joining Evel will be death-defying stuntman Spanky Spangler. This years’ events include:

Thursday, July 31

10:00 am – 5:00 pm – Youth motorcycle Y fun day with games and music at Koprivica Park

7:00 pm – Reckless Rex motorcycle stunt jump

8:00 pm – Fight night at 66 West Park

Friday, August 1

6:00 pm – Parade cruise of Evel Knievel Loop led by Evel Knievel

6:30 pm – Evel Knievel social – Treasure State Room, Finlen Hotel

10:15 p.m. (Dusk) – Spanky Spangler car jump on Park Street

Saturday, August 2

9:00 am – Poker Run Thunderbolt Harley Davidson

11:00 am – Airplane Fly-In display at Bert Mooney Airport

11:00 am – 3:00 pm – \$.10/lb. Airplane ride for kids – Butte Aviation

1:00 pm – 10:00 pm – Car & bike show & shine on Broadway Street

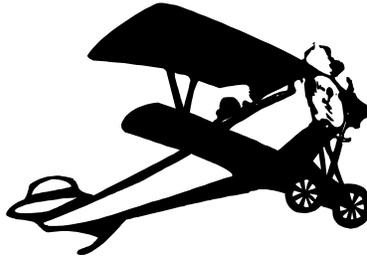
7:00 pm – 10:30 pm – Bob-A-Dips music show on Broadway Street

10:45 pm – Fireworks finale in historic uptown Butte

For information call (406) 494-3771

FREE ADMISSION TO ALL EVEL KNieVEL DAZE ACTIVITIES

(Excluding Evel Knievel social)



New Feature on FAA Website

The Helena Flight Standards District Office has added a new feature to their website. They now have a link to the Aviation Safety Meeting Announcements website. You can browse on-line for safety meetings by FAA Office or by Airport. You can also register on-line and receive e-mail notifications when a meeting is scheduled. Aviation Maintenance Technicians and Pilots are both encouraged to register for future seminars. The Helena Flight Standards District Office can be located at <http://www.faa.gov/fsdo/hln>. The Aviation Safety Meeting Announcement website can be located through our seminars in Montana link or at <http://www.awp/aa/gov/spm/announce.cfm>.

Pilots are also encouraged to register their e-mail addresses with Airmen Certification. Their address is <http://registry.faa.gov/amsvcs.asp>. Currently, you can establish an account and change your address on-line. Future expansion of services is planned.

Additional information is available by contacting Steve Jones, Safety Program Manager, Helena Flight Standards District Office. Phone (800) 457-9917 ext. 57 or e-mail steve.j.jones@faa.gov.

I was an air-traffic controller stationed at Selfridge Air National Guard Base in Michigan. One morning we picked up a Montana National Guard passenger aircraft. Instead of identifying the plane by its five-digit tail number, its pilot radioed, “Selfridge Approach, this is Pig Sky One.” As we were taught to refer to the aircraft by whatever call sign the pilot used, the controller thereafter called the craft “Pig Sky One.” Just after touching down, the pilot contacted the tower.

“Selfridge,” he said, “our call sign is not ‘Pig Sky One.’ It is ‘Big Sky One,’ and we have the governor of Montana on board!”

*Contributed to Readers Digest -
“Humor In Uniform” by
Carl M. Tucker*

SkyWest Resumes Seasonal Service

SkyWest Airlines, a subsidiary of SkyWest, Inc. (NASDAQ: SKYW), has resumed seasonal service for the sixteenth straight year between West Yellowstone, MT and Salt Lake City. Flying under the Delta Connection banner, SkyWest will operate three daily round-trip flights with the 30-passenger Embraer Brasilia turboprop aircraft, service began on June 12.

“We are pleased to be serving West Yellowstone for the sixteenth consecutive year.” said Steve Hart, SkyWest’s Vice President of Market Development. “We once again look forward to playing an integral part in bringing visitors from around the world to the wonders of Yellowstone National Park.”

SkyWest Airlines is the nation’s largest independently operated regional carrier and carried 8.23 million passengers last year. SkyWest operates as Delta Connection and United Express carriers under marketing agreements with Delta Air Lines and United Airlines respectively. In July, SkyWest will begin operating as a Continental Connection carrier under a marketing agreement with Continental Airlines. SkyWest serves a total of 97 cities in 28 states and two Canadian provinces and has more than 1,100 daily departures.



Happy 4th of July!!!

**Effective July 1 – September 30:
Salt Lake City to West Yellowstone**

Flight	Departure	Arrival
3652	10:05 a.m.	11:24 a.m.
3653	2:45 p.m.	4:02 p.m.
3654	6:30 p.m.	7:47 p.m.

West Yellowstone to Salt Lake City

Flight	Departure	Arrival
3652	11:52 a.m.	1:10 p.m.
3653	4:25 p.m.	5:40 p.m.
3654	8:05 p.m.	9:20 p.m.

OOPS - - Our new mailing address was printed incorrectly in last months newsletter our new mailing address is: Montana Aeronautics Division - PO Box 200507 - Helena, MT 59620-0507 - We apologize for any inconvenience this has caused.



**PO Box 200507
Helena, Montana 59620-0507**

July, 2003

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