



Laurel Airport Wins Award

Congratulations to the Laurel Airport. Recently the airport was awarded the "Outstanding Regional Airport" at the annual Federal Aviation Administration's Northwest Mountain Airport Conference, April 8th, in Seattle Washington. The coveted award is given to an airport in recognition of recent exemplary work. Individuals within the FAA management, without the airports knowledge, nominate the candidates for the award. After a field of candidates is selected, the FAA chooses only a select few to receive this award. The written nomination for the award acknowledged the manager's commitment to the airport since 1971, and his ability to act as a "spark plug" for airport development. Laurel Airport is one of the busiest GA airports in the state with just under 100-based



Pictured (l-r) are Lowell Johnson, FAA Airports; Dr. John Smith, Laurel Airport Manager; Craig Canfield, Interstate Engineering and Dave Stelling, FAA Helena ADO

aircraft. It is also past host airport of Laurel Aviation & Technology Week with over 15,000 students participating in the program. After a 1996 master plan was concluded, significant changes were in the works. At that time, the airport's primary runway was 3,800' x 50', and severely in need of restoration. The runway length and configuration was inadequate to accommodate the growing fleet of aircraft that frequent the airport. The planning study and subsequent environmental assessment concluded the need for a longer and wider runway as well as infrastructure to the hangar and tie-down area.

An arduous land acquisition began shortly thereafter, which was hotly contested by adjacent landowners. After years of working through negotiations, construction finally began in 2000 on a new 5,200' x 75' runway. Subsequent projects have also included a parallel taxiway, apron and hangar expansion and other improvements. Over \$3.5 million was granted over the course of the last three years requiring a match of over \$350,000 from the local airport authority. In addition to approximately 100-based tenets, Rocky Mountain Flight School has also recently located at the airport and provides significant amounts of student aviation activity for the Yellowstone county communities. The airport is now able to accommodate fleets of aircraft that would not have been able to safely operate at the airport, prior to the improvements. The nomination went on to explain that "This was a very challenging project that through the significant efforts of a small airport administration and supporting entities, were able to successfully complete." The engineer for the project was Craig Canfield with Interstate Engineering. We would like to extend our congratulations to Dr. John Smith, the dedicated airport manager, who was on hand to receive this award for all of his hard work and effort.



AIRPORT DIRECTORY UPDATE
- The Conrad airport has recently completed renovations to its facilities. The newly refurbished runway is now 2900' x 90' and in excellent condition. Please disregard the notes within our directory to use caution for the frost heaves. Also, currently there is no av or jet fuel available on the airport, however, av fuel (100LL) will be available sometime this summer. Jet fuel, however, will no longer be available."

Administrator's Column

Legislative Session: The 2003 legislative session is history. The Aeronautics Division fared very well. Successful legislation amended the current airport lease statute allowing a lease term to be offered on MDT owned/operated airports for no more than 40 years; changed from the previous term of 10 years. The Division's budget was approved as requested with major construction projects occurring at the Lincoln and West Yellowstone airports in the next biennium. Thanks to Senator Walt McNutt for his help with the lease bill and to all who assisted during the session.

Small Community Air Service Grants: DOT will be accepting grant applications through June 30 for the Small Community Air Service Development Program. A total of \$20 million is available to help communities address local air service problems, such as high fares and insufficient levels of service. DOT may award grants to up to 40 communities. Last year, the first year of the program, DOT received 180 proposals and awarded \$20 million for 40 programs in 38 states. The department's request for proposals is available at: <http://dms.dot.gov>, docket number OST-2003-15065. Information on 2002 grant recipients is available at docket OST-2002-11590.

Utah State University builds Wright Flyer replica: Using the original plans, the mechanical and aeronautical engineering department at Utah State University completely re-designed and engineered the 1905 model B Wright Flyer to incorporate modern composite materials. The engine is a twin cylinder 90 hp Harley-Davidson motorcycle engine and the aircraft has basic engine and flight instrumentation. The landing gear has wheels and the main wheels have hydraulic brakes. The propellers are made of mahogany and ash wood. The Wright Flyer replica was certificated on March 7, 2003 and made its maiden flight on March 11 in Wendover, Utah.

Horizon Air offers regional jet service on new routes: Plans to add Portland-Missoula in its summer schedule and plans to offer a third daily flight on its Seattle-Billings routes in the summer timetable. All new service from Horizon will be flown using 70-seat CRJ-700s.

Pilot insecurity rule update: The Transportation Security Administration (TSA) has offered a small but significant concession to address concerns about "due process" under the "pilot insecurity rules." In a letter to AOPA, TSA's chief counsel, wrote, "We are aware of the need for an avenue of administrative appeal outside of TSA...and are exploring the possibility of providing for a final appeal review level at the Department of Homeland Security." The current rule allows TSA to direct the FAA to revoke a pilot's certificate if the pilot is considered a security risk with the only avenue for appeal back to the TSA. The allegations can be withheld from the pilot based on classified information, making it impossible for a pilot to respond to specific charges during an appeal. AOPA has proposed following the same procedures used for other certificate actions: an appeal to an administrative law judge at the US DOT.

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Calendar

May 11-17, 2003 – Montana Pilots Association On Line Auction. Go to: www.montanapilots.org.

May 24-26, 2003 – Fly in and work session, Benchmark Airstrip.

May 24-26, 2003 – Fly in and work session, Spotted Bear Airstrip.

June 7, 2003 – EAA Chapter 517 BBQ & hangar dedication, Stevensville Airport. For more information see www.eaa517.org.

June 14, 2003 – Billings EAA/MPA Young Eagles Day. Fly-in breakfast, young eagle rides, west end hangars; 8:00 am start. For inform call Larry Mayer 657-1391.

June 15, 2003 – Annual Father's Day poor-boy sourdough pancake breakfast, Beacon Star.

June 18-21, 2003 – Montana Antique Airplane Association Air Tour.

June 20-21, 2003 – Choteau fly-in, for further information phone Tim Hlavnicka (406) 466-2980.

June 27-29, 2003 – Fly in and work session, Meadow Creek Airstrip.

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 – 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 12, 2003 – Missoula Air Show featuring the Thunderbirds.

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

July 17-20, 2003 – Vectren Dayton Air Show, Dayton Ohio. For further information phone (937) 898-5901, or www.daytonairshow.com.

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

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

August 7-9, 2003 – Montana Antique Airplane Association annual fly-in, Three Forks Airport.

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

August 30-September 1, 2003 – Cleveland National Air Show, Cleveland, OH. For further information phone (216) 781-0747, or www.clevelandairshow.com.

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.

Future Montana Pilot!



Airplane lover and all around cute guy Brendyn Hewitt of Great Falls stopped by the Aeronautics Division to check out the Bonanza – they say “dreams of flight” begin at a young age and Brendyn is certainly proving that theory correct!

Why I Love Montana!

*When it's springtime in Montana,
and the gentle breezes blow,
About seventy miles an hour
And it's fifty-two below.*

*You can tell you're in Montana
'cause the snow's up to your butt,
And you take a breath of springtime air
And your nose holes both freeze shut.*

*The weather here is wonderful,
So I guess I'll hang around,
I could never leave Montana
My feet are frozen to the ground.*

Protecting our Borders: What to Expect from Customs

By: Bob Gadsby, Supervisory Inspector



Many things have changed in the aviation environment since September 11th, particularly procedures for flying across the international border. In response to the many questions we receive from pilots across Montana, let's take a look at what you need to know.

Customs has a new name. United States Customs is perhaps the oldest law enforcement agency in the federal government. Established in 1789 as part of the Treasury Department, it has protected our nation's borders for over 200 years. On March 1st of this year, the United States Customs Service was transferred to the new Department of Homeland Security, and became the **Bureau of Customs and Border Protection**. At the same time, the entire United States Border Patrol, the Immigration Inspectors from the former Immigration and Naturalization Service, and the Compliance Officers from the former USDA Animal and Plant Inspection Service were also transferred to Homeland Security and became a part of our organization. The result, we believe, will be better and more efficient protection of our international border, and "one face", rather than several different agencies for you to deal with.

General aviation is now considered a potential threat. Terrorists are known to have trained as pilots and have shown interest in acquiring crop dusters and other aircraft. As a consequence, we are looking more closely at all aircraft arriving from a foreign country. While you can still expect friendly and professional inspection at the border, you should also expect more focused questions and detailed examinations. Here are a few simple rules to follow:

Plan ahead. Avoid surprises and delays by taking a little time to understand what is required when you travel outside the United States. Our local Customs and Border Protection office will be glad to answer your questions and can provide you with several useful brochures. For pilots, we recommend *Know Before You Go*, and the *Guide for Private Flyers*. CBP also has a comprehensive web site: www.cbp.gov. Don't rely on others for information; con-

tact Customs and Border Protection directly.

Provide advance notice of your intended arrival. Most airports served by Customs and Border Protection require a minimum of one hour advance notice of arrival (some may require more). It should include a minimum: the aircraft tail number; the name and citizenship of the pilot; the place you are departing from; the place you intend to arrive; the estimated time of arrival; and the number of passengers and their nationalities. You may provide the required advance notice by including the notation "ADCUS" (which=Advise Customs) in the remarks section of your flight plan and Flight Services will pass the information on to the CBP Inspector at your destination. However, we strongly recommend that you also speak directly to the CBP Inspector at your destination before departing. The pilot is ultimately responsible for providing notice of arrival, and there are frequent cases where it has not been received, or the intended airport is not available. Many pilots fax their Customs Form 178 to the CBP office in advance, and this is always appreciated. There are also additional new requirements for aircraft carrying passengers for compensation, called "APIS".

FAA requires that you file a flight plan for all international flights, and that you obtain a transponder code as you cross the 49th parallel inbound. This is not a CBP requirement, but it should definitely be part of your flight planning. Contact your Flight Service Station for details.

Carry citizenship and identification documents. Customs and Border Protection wants to make sure that you are legally admissible to the United States and that you are not a criminal or wanted person. A passport will establish both your citizenship and your identity, so it is always the best document to carry. A driver's license is fine for identification, but it does not establish citizenship; but a certified true copy of your birth certificate along with your driver's license will work. Social Security cards are not citizenship documents, nor are library cards, credit cards or notes

from your parents! Everyone aboard the aircraft must be able to satisfy the Inspector who they are and their nationality.

Carry proper aircraft related documents. Your aircraft must have a permanent FAA registration (or foreign equivalent) in order to fly internationally. "Pink slip" temporary registrations are not acceptable, and constitute a violation. Pilots must also present their current pilot's license and medical certificate.

Inspection "etiquette" is important. A few common sense procedures should be followed each time you arrive: Go directly to the CBP Ramp; Stay in your aircraft until the Inspector arrives; No person-to-person contact with the FBO or anyone else until the inspection is completed or the Inspector authorizes it; Shut down your engines and make it safe for the Inspector to approach your aircraft; Immediately declare any firearms, weapons or other dangerous items carried aboard the aircraft.

If you don't "declare" it, we have to assume you intend to smuggle it. No matter what you acquire abroad, just tell us; we'll let you know if it can come in or if there are taxes due on it. If you smuggle goods, we can seize them and issue you a penalty.

You should expect to have your aircraft and baggage searched. A big part of our job is to make sure that you and what you are bringing into the United States is in full compliance with all federal laws and regulations. We verify your compliance by examining and searching. Our "border search" authority is well established and at times almost legendary. Simply state, it boils down to this: CBP Inspectors can search without warrant any conveyance, baggage or cargo that is entering or leaving the United States. Obviously, your cooperation makes this process easier.

Fly safe, and keep America safe! Report any suspicious activities to law enforcement. Any questions related to Customs and Border Protection airport operations in Montana and Idaho can be directed to Supervisory Inspector Bob Gadsby at (406) 453-7631 x204.

Checklist for Customs Clearance by Private Aircraft

Advance Notice Requirements

- Aircraft should provide minimum 1 hour advance notice; some locations require more.
- Pilots must file a flight plan for international travel.
- If you wish for Flight Services to notify Customs and Border Protection of your intended arrival, place “AD CUS” in the remarks section of your flight plan.
- It is always best to call Customs and Border Protection directly.

When You Arrive

- Proceed directly to the Customs and Border Protection ramp, remain in your aircraft, and do not interact with other persons until permitted to do so by the Inspector.
- Shut down your engine(s) and make sure it is safe for the Inspector to approach your aircraft.
- Immediately declare any firearms or other weapons on board, and where they are located.

Aircraft Documents

- Have current FAA aircraft registration on board; no temporary or “pink slip” registration.
- If aircraft has been recently purchased or sold, or will be sold at it’s destination, declare that to the Inspector.
- If aircraft underwent any modifications or repairs while outside the United States, declare that to the Inspector.
- If aircraft is operating commercially, have proof of current U.S. Customs bond (CF301) on board.
- If aircraft is operating privately, a current Customs User Fee Decal should be affixed to the aircraft. If a current Customs User Fee Decal is not on the aircraft, the pilot will be asked to complete a request upon arrival which requires a major credit card.

Crew Documents

- Pilot and any other flight deck crew must have current Pilot License and valid Medical Certificate.
- Pilot and crew must have photographic identification and citizenship/nationality documents so that the Inspector can determine if they are admissible to the United States.

Aircraft Declarations and Manifests

- If private, corporate or public, pilot must complete **CF178**. Faxing this in advance expedites!
- If commercial or military, pilot must complete **CF7507**.
- If commercial with cargo, pilot must present **CF7509** and entry documents.
- If aircraft is being imported, entry documents may be required.
- If commercial with passengers, pilots must have transmitted APIS information.

Passenger Documents

- Each passenger must have photographic identification and citizenship/nationality documents so that the Inspector can determine if they are admissible to the United States.
- Passengers may be asked to complete **CF6059b** as appropriate.

Baggage Inspection

- Be prepared to have your baggage and cargo inspected. Inspectors may open and examine any arriving baggage, cargo or vehicle without your consent (authority under 19 USC 1461).
- Respect the Inspector’s safety and warn about any potentially dangerous items.
- Other agency issues may exist, such as Agriculture, Food and Drug and Fish and Wildlife. Inspectors from these agencies may have to be consulted prior to completing clearance.

Post Inspection

- If you have any questions or concerns, please voice them; your Inspector will be glad to address them.
- Ask to contact Inspector’s Supervisor if you are not satisfied.

Montana presently has six airports of entry available for general aviation, and northern Idaho has one. Call the CBP office at the phone number shown for hours of operation and other details on clearing: KGTF Great Falls International, MT (406) 453-0861; KCTB Cut Bank International, MT (406) 335-2434; KFCA (Kalispell) Glacier Park International, MT (406) 257-7034; KHLN Helena Regional, MT (406) 495-2145; KBTM (Butte) Bert Mooney International, MT (406) 494-3492; K7S8 (Sweetgrass) Ross International, MT (406) 335-2434; K1S1 (Porthill) Eckhart International, ID (208) 267-5309.

What is En Route Flight Advisory Service

By: Jeanne MacPherson, Safety and Education

En Route Flight Advisory Service (EFAS) is a service designed to provide pilots/ aircraft with en route weather advisories. In Montana we are contacting Salt Lake EFAS, which is located in Cedar City, Utah. I talked with Frank Smith, a flight Service Specialist, at the Cedar City Flight Service Station and found information specific to en route Flight Advisory in Montana.

The frequency to contact SLC EFAS is 122.0 MHz the time you can contact them is from 6a.m to 10 p.m. the general rule is that you have to be flying at altitudes of at least 5,000 feet above the ground, as the remote communication outlets are line of site, although I have had successful communications with EFAS at altitudes of 1,000 feet above the ground (AGL). The coverage for EFAS is better in eastern Montana than western Montana because of the terrain differences.

When a pilot contacts SLC EFAS on 122.0, the communication would be, "Salt Lake City Flight Watch, Cessna 516MA, HLN VOR, over." Contact the facility, followed by your aircraft identification, and the name of the closest VOR to your position.

EFAS is not intended to be used for filing flight plans or closing flight plans, position reporting or getting complete preflight briefs (for this service contact a FSS), it is more specific to weather and weather advisories for the en route phase of flight. EFAS encourages pilot reports and often assists with emergencies and lost pilots, SLC EFAS gives help, on an average, to one lost pilot a week. The SLC EFAS is most busy when the weather is poor in contrast to the other side of the facility that houses the Cedar City FSS, which is most busy when the weather is good, because more people are flying, filing flight plans and getting complete weather briefs. Frank Smith works both sides, the EFAS and the FSS; more training is required of an EFAS flight service specialist. Frank offered an invitation for any and all to visit Cedar City Flight Service Station.

Next month, look for an article on the flight service station and frequencies in Montana.

Rocky Students Receive Scholarships



Heidi Sims and Rick Logan were presented with the Montana Aeronautics Division's Aviation Education Scholarships for their academic achievements on April 5 at an Aviation Banquet for Rocky Mountain College. Heidi is in her second year at Rocky and her major is in aviation. Last year she received her private pilot license and is 2/3's of her way through her instrument rating. Rick is in his third year at Rocky and will be graduating next year. He is currently working on his commercial certificate. Congratulations Heidi and Rick you are both very deserving!

SkyWest Airline Nations #1 On-time Airline!!

Skywest Airlines, a subsidiary of SkyWest, Inc. (NASDAQ: SKYW), is proud to be recognized by the U.S. Department of Transportation (DOT) in their monthly Air Travel Consumer Report as the number one on-time domestic air carrier for the month of February. SkyWest ended the month with 85.4% of their flights arriving on time.

"It's an understatement to say we're proud of our airline's accomplishments," Ron Reber, SkyWest Executive Vice President and Chief Operation Officer explained to employees in an online address. While Reber acknowledges that weather was a contributing factor to the airline's performance, "credit must be given where credit is due and that is to each of the members of our SkyWest team."

Because the regional carrier accounts for more than one percent of the total U.S. domestic scheduled-service and passenger revenue, the DOT added SkyWest to the Air Travel Consumer Report in January of 2003. The report tracks 17 domestic air carriers' performance on a monthly basis. SkyWest is one of only five regional carriers included on the report.

SkyWest Airlines is the nation's largest independently operated regional carrier and carried 8.23 million passengers last year. SkyWest operates as a Delta Connection and United Express carrier under a marketing agreement with Delta Airlines and United Airlines respectively. SkyWest serves a total of 100 cities in 30 states and two Canadian provinces and has more than 1,000 daily departures.

CAP to Assist in AOPA Airport Watch

Civil Air Patrol (CAP) will be helping fellow pilots with their own brand of neighborhood watch, a watch for suspicious activity at their local airports.

CAP is joining forces with the Aircraft Owners and Pilots Association (AOPA) to participate in the AOPA Airport Watch program, which has earned the support of the federal Transportation Security Administration. According to AOPA, using its 400,000 members to support the program is more cost-effective than federally mandated security alternatives. Adding CAP's more than 63,000 members to the effort strengthens the program even more.

"AOPA is pleased that CAP has supported the Airport Watch Program," said AOPA president Phil Boyer. "Their participation and willingness to draw on the depth of their membership is important in this community-wide effort to report possible terrorist and criminal activities to law enforcement."

Andy Cabula, a senior vice-president for government and technical affairs at AOPA, presented the Airport Watch program to the CAP National Board at its quarterly meeting March 1 in Washington, D.C. Cabula said AOPA has effectively moderated government security restrictions on general aviation airports and airspace, partly by taking the initiative to create the Airport Watch program.

"We welcome the opportunity to work with AOPA in this well-developed program," said Maj. Gen. Rick Bowling, CAP national commander. "The training provided by AOPA will dovetail with our own CAP training to provide significant protection for general aviation in our country."

Under this program, pilots are trained to notice and report suspicious activity at their home airports, making it more difficult for terrorists to use general aviation airports for criminal activities. The Airport Watch is supported by a centralized, government-provided toll-free hotline (1-866-GA-SECURE) and a system for reporting and acting on information provided by general aviation pilots. Included in the program are warning signs for airports, informative literature, and a training videotape to educate pilots and airport employees on improving airport security.

GA Accidents Down

The just-released 2002 AOPA Air Safety Foundation *Nall Report* shows that general aviation suffered only 1,494 fixed-wing accidents during 2001, lower than any preceding year since record keeping began in 1938. The total includes 298 fatal accidents.

The 2002 *Nall Report* also contains surprising findings about takeoff and landing accidents, which in 2001 accounted for 58 percent of all pilot-related GA accidents. Among other things, it reveals that airline transport pilots suffer a higher proportion of takeoff and landing accidents than student pilots, relative to each group's percentage in the pilot population.

ASF's annual *Nall Report* is each year's detailed analysis of the previous year's GA accident information, focusing on fixed-wing aircraft weighing less than 12,500 pounds. It is named for former National Transportation Safety Board member and GA advocate Joseph T. Nall, who died as a passenger in a charter airplane crash in Venezuela in 1989.

"Safety educators, flight instructors and pilots have long used the Nall Report to improve their own flying safety," said Bruce Landsberg, ASF Executive Director. "This year's report is even more valuable, with special ASF analyses providing insight beyond the raw numbers."

"Address the basics: Carry enough fuel, don't stall or fly close to the ground, remain VFR when not on an IFR flight plan, and polish your takeoff and landing skills," Landsberg said. "If pilots would remember these basics, GA accident numbers would drop significantly."

The AOPA Air Safety Foundation 2002 Nall Report is available online at <http://www.aop.org/asf/publications/02nall/pdf>.

Famous Firsts in Aviation

1904 – First airplane maneuvers. Orville Wright made the first turn with an airplane (September 15); five days later his brother Wilbur made the first complete circle.

1905 – First airplane flight over half an hour. Orville Wright kept his craft up 33 minutes, 17 seconds (October 4).

1906 – First European airplane flight. Alberto Santos-Dumont, a Brazilian, flew a heavier-than-air machine at Bagatelle Field, Paris (September 13).

1908 – First airplane fatality. Lt. Thomas E. Selfridge, U.S. Army Signal Corps, was in a group evaluating the Wright plane at Fort Myer, Virginia. He was up 75 feet with Orville Wright when the propeller hit a bracing wire and was broken, throwing the plane out of control, killing Selfridge and seriously injuring Wright (September 17).

1909 – First Cross-Channel flight. Louis Bleriot flew in a 25-hp Bleriot VI monoplane from Les Baraques near Calais, France, and landed near Dover Castle, England, in a 26.61 mile (38-km) 37-minute flight across the English Channel (July 25).

1910 – First licensed woman pilot. Baroness Raymonde de la Roche of France, who learned to fly in 1909, received ticket No. 36 on March 8.

First flight from a shipboard. Lt. Eugene Ely, USN, flew a Curtiss plan from the deck of the cruiser Birmingham at Hampton Roads, Virginia and flew to Norfolk (Nov. 14). The following January he reversed the process, flying from Camp Selfridge to the deck of the armored cruiser Pennsylvania in San Francisco Bay (January 18).

First aircraft to take off from water. Henri Fabrer in a Gnome-powered floatplane, at Martigues, France (March 28).



“50 Flags to Kitty Hawk” Program

The Experimental Aircraft Association (EAA) and National Park Service, partners in EAA’s “Countdown to Kitty Hawk” program presented by Ford Motor Company, unveiled the “50 Flags to Kitty Hawk” initiative, in which EAA-member pilots will play a significant role in helping celebrate the achievements of the Wright brothers and 100 years of power flight.

EAA’s “50 Flags to Kitty Hawk” program will select one EAA-member pilot from each of the 50 states to fly their respective State Flag to the Wright Brothers National Memorial in Kitty Hawk, N.C., during calendar year 2003.

Upon arriving in Kitty Hawk, each EAA-member pilot will be welcomed by National Park Service and take part in the official NPS welcoming ceremonies. Following the ceremony, the flag of the pilot’s state will be raised and flown throughout the day at the National Memorial. Pictures of the pilots, their state flags and the date of their “50 Flags” flight will be honored on EAA’s Countdown to Kitty Hawk website and updated reports will appear in EAA’s *Sport Aviation* magazine and weekly E-Hotline updates.

“The partnership between Wilbur and Orville Wright resulted in one of our nation’s crowning achievements, controlled powered flight in a heavier than air machine.” Said Larry Belli, Superintendent of the Wright Brothers National Memorial. “Countdown to Kitty Hawk and ‘50 Flags to Kitty Hawk’ are the result of a partnership between the world’s leader in recreational aviation and the world’s premier preservation and conservation organization. “We welcome EAA-member pilots to Kitty Hawk to join the world in a fitting, year-long tribute of two of America’s greatest heroes.”

All pilots making the flight will also receive a Commemorative “50 Flags to Kitty Hawk” Certificate of Participation from EAA. At the end of 2003, plans call for the 50 flags delivered by EAA’s member pilots to be used as part of a permanent EAA/NPS “50 Flags to Kitty Hawk” display at the Wright Brothers National Memorial site.

Pilots wishing to participate in EAA’s “50 Flags to Kitty Hawk” program should contact EAA by filling out a Pilot Criteria Sheet is available on the “Countdown to Kitty Hawk” website. Participating pilots will be responsible for securing their state flag and notifying the NPS of the date of their planned flight and co-ordinating media coverage of the event in their local media. Details and instructions will be provided on the Pilot Criteria Sheet.

EAA’s Countdown to Kitty Hawk, presented by Ford Motor Company, was created to commemorate the 100th anniversary of powered flight. Highlighting the initiative is the planned flight of an exact reproduction of the 1903 Wright Flyer on December 17, 2003, at Kitty Hawk, N.C. For more information regarding the program check the official Countdown to Kitty Hawk website (www.countdowntokittyhawk.com).



May, 2003

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