



## 2006 Conference Beginning to Take Shape

Plans are underway for the 2006 Montana Aviation Conference, which will be held in Montana's Capital City at the Red Lion Colonial Hotel, March 2-4. This year's committee is making sure the conference is action packed with a unique schedule full of new ideas to make this year's conference one of the best yet!!

The conference will kick-off on Thursday, March 2 with the display area opening at 10:00 am. Thursday's activities also include the teacher's workshop; and concurrent sessions covering a variety of topics beginning at 2:00 pm. Once again City Service Valcon will be on hand to host the cocktail hour and exhibitor awards in the exhibit area.

Friday morning the Aircraft Mechanic Refresher Seminar & IA Renewal will begin with the latest and greatest in aircraft maintenance. There will also be a can't miss spouse/guest program, a chance to explore Montana's capital city that is filled with many treasures: mansions and historic architecture, galleries and museums, performing arts, cultural events, and so much more. Friday afternoon the committee is also planning a tour of the newly remodeled Helena Regional airport and a tour of Summit Aeronautics Group who manufactures components for the aerospace industry, including tools and parts used in the F-16, C130, F-22 and F-117 aircraft, among others. Plans are also underway for an outstanding static display, with fly-bys (weather permitting). Friday evening participants will enjoy a buffet dinner with entertainment and music.

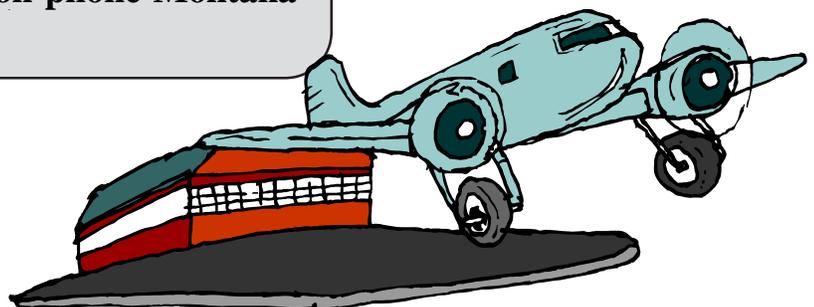
Saturday will wind down with more concurrent sessions; thousands of dollars in door prizes to be given away and a banquet featuring an aviation speaker whose energy and love of flight is as evident on stage as it is in the air.

Rooms have been blocked at the Red Lion Colonial Hotel for reservations phone (406) 443-2100 or 1-800-RED-LION. Rooms have also been blocked at the following hotels within walking distance; Mountain Valley Inn (406) 443-2300; Super 8 (406) 443-2450; Fairfield Inn (800) 228-2800 or (406) 449-9944. And at the following hotels not within walking distance; Days Inn (406) 442-3280; Holiday Inn Express (800) 465-4329 or (406) 449-4000; Wingate Inn (866) 300-7100 or (406) 449-3000. **Please reference MT Aviation Conference when making reservations.**

We look forward to welcoming you to Helena!



**Scholarship Opportunities – This year once again Montana's generous individuals and organizations are offering several scholarships to interested persons. For a complete list see page 4 of the newsletter. For further information phone Montana Aeronautics at (406) 444-2506.**



# Administrator's Column

**Administrative rules:** The Aeronautics Board has proposed administrative rules outlining the Board's process of awarding grants and loans for airport development projects and its pavement preservation grant program. The adoption of administrative rules will clearly outline the program requirements and Board processes for all affected members of the public, as well as providing an option to the public to request reconsideration of a Board decision. The rules must be adopted through the State's statutory rule-making process. Copies of the proposed rules have been mailed out to all airport managers, consultants, aviation organization presidents, aviation organizations of Montana (AOM), and members of the aeronautics board. If you would like to receive a copy of the rules please contact our office at (406) 444-2506 or e-mail me at [dalke@mt.gov](mailto:dalke@mt.gov). Comments to the rules can be submitted to Department of Transportation, Aeronautics Division, PO Box 200507, Helena, MT 59620-0507; by facsimile to (406) 444-2519 or by e-mail to [dalke@mt.gov](mailto:dalke@mt.gov). Comments MUST be received no later than 5:00 pm, December 8, 2005. A public hearing will be held in the Auditorium of the Department of Transportation building, 2701 Prospect Ave, Helena, Montana to consider the adoption of the rules on December 8, 2005 at 1:00 pm. Concerned persons may present their comments either orally or in writing at the hearing OR by submitting written comments as outlined above. For additional information or if you have any questions please contact me.

**Helena Airports Conference:** The Helena FAA Airports District Office (ADO) conducted its annual seminar last month in Helena. This is always a great place to share information, learn the latest in airport regulations, design, construction, planning and much more. It is also a time to gather with old friends, meet new and learn from each other. The program included an ADO update; the latest happenings concerning Disadvantaged Business Enterprise (DBE); an update on compatible land use issues. In addition, Dan Fevold, Federal Security Director, Transportation Security Administration (TSA) briefed the group; Jim Trowbridge, a land specialist talked about land acquisition and relocation assistance and a report was presented on the new airport protections legislation that was passed last session. It was great to have Joelle Briggs and Matt Cavanaugh from FAA Northwest Mountain Region take part in the event. If you weren't present, you missed out. This seminar is invaluable for all federally eligible airports in the state. Many thanks to the FAA ADO staff: Dave Stelling, John Styba, Gary Gates, Maureen Dahl and Asher Bray. These folks not only work diligently during the entire year but put special effort into ensuring a quality seminar is offered to the airports community. Thanks for all you do.

**Missouri Breaks draft Resource Management Plan Available:** The Bureau of Land Management (BLM) has recently released its draft resource management plan and environmental impact statement. The document can be seen at: [www.blm.gov/nhp/spotlight/state\\_info/planning.htm](http://www.blm.gov/nhp/spotlight/state_info/planning.htm). Aviation is on pages 101, 174 and 320. Comments to the plan must be received by January 15, 2006. The BLM has scheduled public meetings throughout north central Montana, to answer questions and gather comments. The Montana Pilots Association has prepared a briefing paper outlining the preferred alternative together with talking points and comment information. You can view this at: [www.montanapilots.org](http://www.montanapilots.org).

**And comment period extended:** The Lewis and Clark Forest has extended its comment period for the preferred alternative on its Travel Plan that includes two backcountry airstrip sites in the Little Belt Mountains. The comment period is extended to November 25, 2005. Check out the MPA website at [www.montanapilots.org](http://www.montanapilots.org) for more information and to obtain directions for commenting.



## *Montana and the Sky*

Department of Transportation

Brian Schweitzer, Governor

Jim Lynch, Director

Official monthly publication of the  
Aeronautics Division

Telephone - (406) 444-2506

Fax - (406) 444-2519

P.O. Box 200507

Helena, MT 59620-0507

<http://www.mdt.state.mt.us/aeronautics/>

Debbie K. Alke, Administrator

**Aeronautics Board**

**Tricia McKenna, Chairman**

**Craig Denney, Member**

**William (Bill) Hunt, Jr., Member**

**Fred Leistiko, Member**

**Lonnie Leslie, Member**

**Roger Lincoln, Member**

**Chuck Manning, Member**

**John Rabenberg, Member**

**Ted Schye, Member**

## *Montana and the Sky*

Is published monthly

In the interest of aviation in the  
State of Montana.

Third Class postage paid at  
Helena, Montana 59604

Subscription: \$5 per year

**Editor:** Patty Kautz

# Calendar

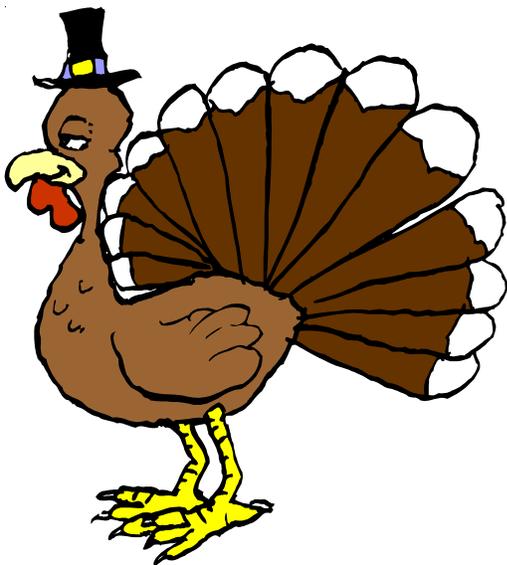
**November 18, 2005** – Showing of “Red Skies of Montana” - 7:00 p.m. - Glacier Park International Airport, Hank Galpins hangar, Gate 7, next to Rocky Mountain Avionics & Semitool Hangar. On display 1928 Travel Air once owned by Johnson Flying Service, Smoke Jumper Display – past & present. Suggested donation \$5.00; aircraft parking available. For further information phone (406) 755-2238 also see page 6 of this months newsletter for a complete description of the event.

**January 20-22, 2006** – Surratt Memorial Winter Survival Clinic, Helena. For further information phone (406) 444-2506.

**February 3-4, 2006** – Flight Instructor Refresher Clinic, Helena. For further information phone (406) 444-2506.

**March 2-4, 2006** - Montana Aviation Conference, Red Lion Colonial Inn, Helena. For further information phone (406) 444-2506.

**March 23-25, 2006** – 17<sup>th</sup> Annual International Women in Aviation Conference. Opryland Hotel, Nashville, Tennessee. For further information phone (937) 839-4647.



# Remember to Register Your Aircraft

In preparation for the 2006 aircraft registration season, the Aeronautics Division will mail aircraft registration invoices in early December.

The Division is mandated by Montana law to account for all Montana aircraft no later than March 1 of each calendar year. Aircraft not registered by the March 1 deadline, according to statute, must pay a penalty of five times the fee plus the fee. Montana law also states that, “A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft required to be registered in the state without having displayed upon such aircraft a certificate of registration issued by the department for that aircraft commits a misdemeanor.” A newly purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered prior to commencing operation.

It is important to note that unflyable, uncompleted homebuilts, damaged or destroyed aircraft must also be accounted for. Upon carefully reading the invoice you receive, you will note that there is no fee charged for an “unflyable” aircraft, sold aircraft or dealer inventory aircraft. You must, however, indicate the status of each aircraft and certify that the described aircraft information is true and correct.

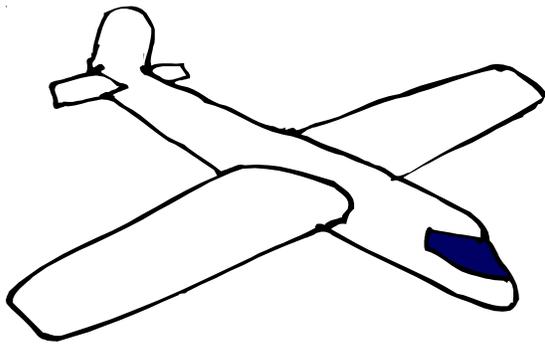
If you do not receive your aircraft registration or have any questions, please feel free to call the Division at (406) 444-2506.

Twenty-nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,131. This includes \$200 for production, \$750 for postage and \$181 for printing.

## Aviation Awareness Art Contest

**Attention all students’ ages 6-18** – the Montana Aeronautics Division is sponsoring its annual Aviation Awareness Art Contest. First place winners in each category will receive a round trip flight from their hometown to Helena along with his/her parents; a trophy & certificate of achievement presented by the Governor; and a career awareness tour of the Helena Regional Airport. Grand Prize for entrants 16 to 18 years of age includes paid tuition to attend the 2006 EAA Air Academy in Oshkosh, WI. While in Oshkosh they attend the world’s largest aviation event, the annual EAA Fly-In Convention. For general entry requirements please contact the Montana Aeronautics Division at (406) 444-2506 or email [jemacpherson@mt.gov](mailto:jemacpherson@mt.gov). **Contest deadline is April 7, 2006.**





# Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to a Montanan to help defray costs of education (i.e., flight instruction, A&P, ect.)

and will be presented during the 2006 Montana Aviation Conference in Helena. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 27, 2006.**

**A Love of Aviation (ALOA) Scholarship** – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.

**Morrison Aviation Appreciation Scholarship** – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.

**Montana Antique Aircraft Association (MAAA) Scholarship** – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

**Parrott Family Scholarship** – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

**AOM Flight Training Scholarship** – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

**Montana Pilots Association Junior Pilot Award** – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$500 scholarship.

**Montana Pilots Association Flight Training Award** - This scholarship is open to a person who has a considerable interest in aviation. The \$500 scholarship is to be used for flight training.

**Blue Goose First Generation Flight Scholarship** – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family. For a Blue Goose Scholarship application please phone (406) 444-2506 or email [pkautz@mt.gov](mailto:pkautz@mt.gov).

**Montana 99's Flight Scholarship** – This \$500 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.



# N516MA

By: Mike Quinn



*Mike Quinn enjoys a little down time with his favorite airplane N516MA – we wish Mike the best of luck in his new endeavors!*

Five-One-Six-Mike-Alpha is the tail number of a very special little airplane. It's a head-turner, a conversation piece. It's one little part of this big story that is Aviation, and has been the catalyst to many which you have been subjected to in the form of my twisted prose over the past three years. She is the "Cover girl" of our Aeronautics Chart and Directory, and many of you have seen her at your local airport. It is the Division's T-41 and has been my vehicle to a greater world – to some of my greatest adventures. Yet our time together runs short, and like many things in life when you see changes coming, the fondness grows at the chapter close; I will miss that little plane.

My job, in part, has entailed traveling extensively throughout the state in 516MA. But regardless of the purpose, the unforeseen benefit of my travels has been to come to know so many of you: the wondrous people and places throughout Montana that truly make up Montana Aviation. In sharing our stories and experiences we share a little bit of ourselves, as it is those experiences that make us who we are. I want to thank each and every one of you for sharing yourselves with me, and allowing me the same

courtesy. Here, then, I relay to you some of the incredible stories that you have shared with me through the course of my travels.

As Six-Mike-Alpha and I touched down on the supple turf of Whitefish Airport, I let out a triumphant yawp over the completion of "The Lap": we had just landed at airport number 122 – every public-use airport in the state of Montana. In my excitement all I could think about was someone to share the moment with, and as if in answer to my prayer, a few minutes after shutdown a small old man drove up to the parked airplanes, got out, and walked over to me. He had watched me land from his house, and was curious about what type of plane Six-Mike-Alpha was (as many people are upon seeing its lack of spinner and oversized engine cowling). After chatting for a few minutes about the plane, he spoke about his own "baby", a 172 that had a special history: it was used in the filming of an old movie wherein the characters met their demise under 'extreme circumstances'. His is the only Cessna to ever be shot down with a bow and arrow by an Indian on a horse. He then lamented about how he doesn't fly his beloved plane anymore, citing his advancing years as the primary culprit, and instructed me to, "Enjoy every minute you have in an airplane like it was your last." I never told him about my milestone, as sometimes it's better to listen than to tell. Upon seeing the sad, nostalgic light in his aging eyes, I discerned that it was time for the former and simply thanked him for sharing his time with me. My only regret was that I couldn't take him up for a lap in the pattern and remind him once again of the joy of flight. He will never know that he is the indelible exclamation point to our Lap.

When Six-Mike-Alpha and I visited Canyon Ferry a short time ago, I had a wonderful visit with the manager, Jim Holland. Simply put, he is a true "Second Generation" pilot. Take out your pilot's license right now and look at the number on it. I'll wager that it's a six or seven digit number, meaning that you were one of *millions* of American pilots through the years when you received your ticket. But Jim's instructor had a license number with only *two* digits. Perhaps you've heard of the man who signed his instructor's license – a man by the name of Orville Wright? Imagine learning from a man who studied under the Fathers of Aviation themselves...

There was the gentleman in Sidney this past summer who, after asking all sorts of questions about Six-Mike-Alpha, couldn't wait to show me his Cessna 170. It was completely gutted and had a sizeable amount of hail damage, but he beamed with the pride of a new father doting over his child. The blemishes of his airplane didn't matter – what did matter was that it was *his* airplane. Hail damage or not, it truly was a beautiful machine.

While in Kalispell one sunny summer afternoon, David Hunt relayed his memories of taking his Archer in and out of Meigs Field, Chicago. Unfortunately for David, as well as the rest of the aviation world, memories are all that remain of that storied airfield. I envy him his taking advantage of a now legendary and lost opportunity.

Six-Mike-Alpha brought me to the place where Hank Galpin let me take command of his 1928 TravelAir – an opportunity I never could have dreamed of and a gesture for which I am still in his debt. When Hank gave me the controls, I did absolutely nothing but straight-and-level flight. I was terrified, knowing the piece of aviation history that I held in my hands. After a few seconds Hank laughed and said, "You can make a few turns, you know." My max bank angle never exceeded ten degrees.

And of course, there is that airstrip located in a narrow valley surrounded by good mountains on every side, and what has become to me Terra Sancti: the Sacred Ground of Campbell Field. How apropos that it was at this place, in that airplane, that I broke the thousand-hour mark a few months ago.

continued page 6

# N516MA continued...

But most striking of all was a tale that I was told while on the ground in Shelby this past May – an aviation tale that never was. After tying down Six-Mike-Alpha so that she wouldn't blow away in the High Line winds, I walked up to a man sitting in front of the pilot shack wearing a VFW hat and dark sunglasses, a well-worn cane resting by his side. He gave me a warm Montana greeting but didn't turn to look at me until I responded in kind. It took me little time to discern why: he was blind. At 97 years old, he is the oldest living veteran in the state of Montana, who consequently lost his sight during the Battle of Midway during World War II. He said how much he had always enjoyed aviation, but that because of his condition he never had gotten the chance to be an active participant. Fifty-three years later, there I stood next to Six-Mike-Alpha in the presence of one of the thousands of men and women who gave so much of themselves so that I could roam the skies in true freedom. I shook the man's hand, knowing that I was literally holding living history in my own. I simply told him the truth, "Thank you – for keeping my dreams possible."

Through the reliability of the little airplane that could, I have come to know some wondrous people, places, and stories. I have done things I didn't think were possible in airplanes, and others that I didn't think were legal (you can land on roads?). I have felt the inner peace from sunrise flights. That little plane and I have seen a bit together, yet I am only its latest keeper. It has delivered me safely through many adventures, and has never let me down. In a way, it seems like I am the disappointing one, as Six-Mike-Alpha and I have taken our last flight together.

This will be my last transmission as a member of Montana Aeronautics, and I thank each and every one of you for sharing in, sharing with, and perpetuating this amazing story known as Aviation. My greatest blessings and fondest memories that I take with me will be the times and stories that you, the flying public, have shared with me. I have simply been an observer and participant, reporting on some of the events that I found worth sharing over the course of my laps around the pattern and around the state. So to you - the reader - I say, "Thank you." You are Montana aviation. *You* are Montana Aeronautics. Life is a Journey, and I have enjoyed this ride.

"Montana Traffic, Mike Quinn and 516MA – we're going to make this one a full stop."

Blue Skies.

## An Afternoon of History & Education

Friday, November 18, at noon, the public is invited to view aircraft and helicopter displays past and present, including a 1928 Travel Air once owned by Johnson Flying Service in Missoula and used as a smoke jumper platform.

There will also be displays pertaining to smoke jumping, Johnson Flying Service, Fire Fighting and the urban interface, U.S. Forest Service, Fire Science Laboratories, Department of State Lands, the C.C.C., National Park Service and several historians.

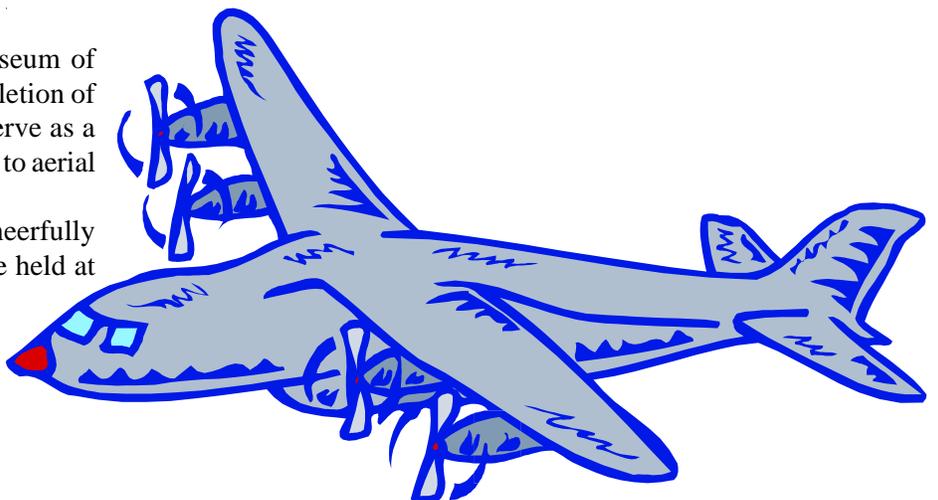
At 4:00 pm they will have a USFS smoke jumper drop, weather permitting; at 4:30 pm the featured speakers begin, those include Robert W. Sallee, survivor of the Mann Gulch fire in 1949; Fred Brauer, first smoke jumper project base manager, 1940-1941; Arnold Dillard, USFS fire fighter, 1949, who helped fight the Mann Gulch Fire after the smoke jumper crew was lost; Earl Cooley will also be present to answer questions, Mr. Cooley was the first person to jump out of a plane for the USFS, making him the first smoke jumper 1939. He was also the spotter for the ill-fated Mann Gulch smoke jumper crew.

At 7 pm a fundraiser for the Mann Gulch C-47/DC-3 begins. They will be showing the movie "Red Skies of Montana", a 1952 movie starring Richard Widmark, loosely based on the Mann Gulch fire. Both the actual C-47 and the 1929 Travel Air are seen in the movie.

The Mann Gulch C-47 is housed at the Museum of Mountain Flying in Missoula and is nearing completion of its restoration. Upon completion, the C-47 will serve as a State historical exhibit as well as a flying memorial to aerial fire fighters lost in the line of duty.

A suggested donation of \$5 a person will be cheerfully accepted the days activities and the movie will be held at the Glacier International Airport at Hank Galpin's hangar...between Rocky Mountain Avionics and Semi-tools big blue hangars. Use gate #7 please.

For contact information call John at (406) 755-2238.



# Top 10 Off-Airport Landing Sites

Picking an off-airport landing area is much an art as it is a science. Generally, we want an unobstructed area allowing the airplane to slowly decelerate – sudden stops at landing speed should be avoided at all costs. Here's a Top 10 list of things to avoid during an off-airport landing, ordered by their "hardness" and the likelihood of a sudden stop.

10. Large rocks and steep terrain don't yield at all.
9. Commercial buildings are usually made of steel and/or concrete
8. Vertical structures (poles, windmills, water towers, signs, etc.) are usually made of steel or hard wood.
7. Big trees won't yield at the bottom, but can be soft at the top. In some cases dense forests have gently supported an entire aircraft.
6. Very uneven terrain and rocks may upset the airplane, causing loss of control, tumbling or cartwheeling.
5. Residential buildings, while still to be avoided, are softer than one might realize. Avoid brick and stone houses, if possible.
4. Small trees can be relatively soft and yielding.
3. Soft or irregular dirt and plowed fields, while appealing, can upset the aircraft. Be sure to land with the furrows.
2. Water, while yielding nicely to the right approach, can result in an upset if not properly managed. A very slow, tail-low approach is best.
1. A smooth, grassy meadow allowing ample distance to decelerate and stop is best, for obvious reasons.

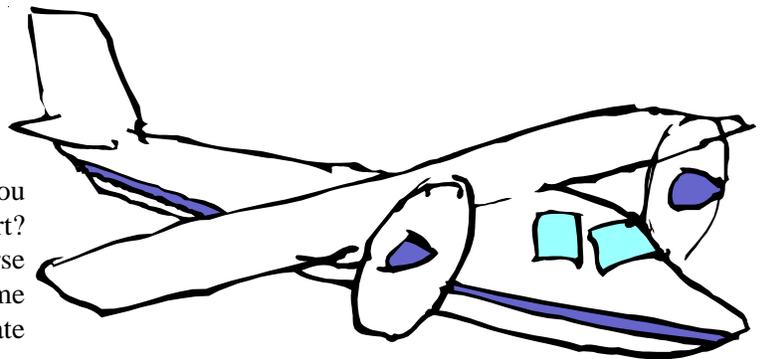
This isn't a set of absolute rules and should be interpreted through your own wisdom. For example, if you can't swim, water may not be a good choice.

## Aviation – Introduction & Ground School

Have you ever wondered if learning to fly was for you? Or, have you decided you want to take the plunge, but don't know where to start? The University of Montana Missoula is offering a 3-credit course aimed at introducing the topic of aviation, while at the same time preparing students to satisfy the written test requirements for private pilot certification.

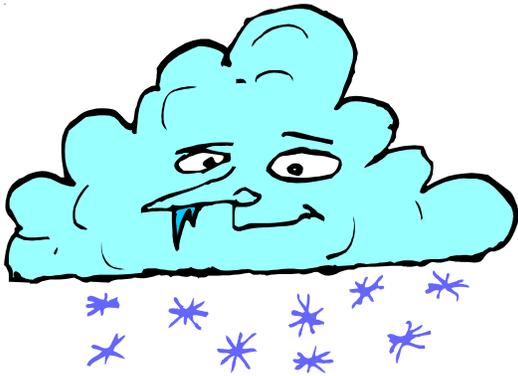
The course will be held Monday and Wednesday evenings from 6:00 pm – 8:00 pm, February 6 – May 3, 2006. The course fee is \$425 and includes registration for 3 undergraduate credits. UM students should register via Cyberbear, CRN 33495. Credits do not count toward tuition "flat spot" and fee waivers do not apply. Students who are not formally admitted to UM should contact: Continuing Education, The University of Montana, Missoula, MT 59812, telephone (406) 243-6419. Enrollment is limited and early registration is advised. Student course fees pay for the course costs, and this course is contingent upon minimum enrollment.

For more information contact Don Morton, University of Montana (406) 243-4975 or email [Don.Morton@umontana.edu](mailto:Don.Morton@umontana.edu).



# Coping With Ice

With winter approaching, the National Aeronautics & Space Administration (NASA) has developed a free, online course to help pilots avoid the hazards of ice contamination. The course is titled, "A Pilot's Guide to Ground Icing." The self-guided course provides pilots with general knowledge: an understanding of freezing precipitation hazards and the ability to improve decision-making. The course discusses the risks of contamination; provides cues to alert the pilot, and offers actions pilots can take to help ensure safe operations. Imagery, case studies, aviator testimonials and interactive instruction is used to help pilots make better operational decisions. The course is available at <http://aircrafticing.grc.nasa.gov/courses.html>.



May your stuffing be tasty,  
May your turkey be plump.  
May your potatoes 'n gravy  
Have nary a lump,  
May your yams be delicious  
May your pies take the prize,  
May your thanksgiving dinner  
Stay off of your thighs.

Happy Turkey Day

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696.



## November, 2005

Pre-Sort Standard  
US Postage Paid  
Helena, MT 59620  
Permit No. 141

PO Box 200507  
Helena, MT 59620-0507