



40 Years and Going Strong!

Gene Allard, Shop Foreman of Edwards Jet Center (formally Lynch Flying Service) in Billings recently celebrated 40 years of service.

Gene became interested in aviation as his father and father in law both owned airplanes and both offered quite a bit of influence in his life. His father was killed in his own plane in September 1957, which left Gene with many questions of what may have happened thus leaning him towards a career in aviation maintenance. He attended the Helena Vo-Tech and as soon as he graduated he started working for Lynch Flying Service in August 1970.

Gene lives in Billings with his wife Bobi. They have two boys and two grandsons. When he's not working they love to tour on their BMW motorcycle. He and Bobi have toured Northern California, the Oregon Coast and most recently a tour of Canada.

His job has allowed him to meet many interesting people and he has seen many notable people come and go in his 40 years. His wife Bobi tells one story that had to do with a project he did during the first months on the job. It obviously wasn't up to par and he overheard his shop foreman comment to someone else "He must have gotten his license out of a Crackerjack box!" Today Gene is shop foreman, directs others and has been a mentor to several young mechanics.

"Gene said he's been lucky with both Lynch Flying Service and Edwards Jet Center being great people to work for." They keep his job interesting and this makes him want to keep working.

When I asked Gene if he plans to retire after 40 years he says "No plans to retire as of yet, why do something else when you have a good job, with good people and enjoy what you're doing." Something tells me his great attitude is what has kept him around for all these years.

Congratulations to Gene on your 40 years! Your best is yet to come!



Chris Edwards (l) and John Edwards (r) attended Gene's anniversary luncheon to thank him for his 10 years of outstanding service with Edwards Jet Center.



Pictured are Tom and Rose Lynch with Gene. Gene worked for Lynch Flying Service for 30 years, Gene was honored by all who stopped by to congratulate him.

Administrator's Column

Happy trails Jeanne: After 15 years with the Aeronautics Division, Jeanne MacPherson has announced her retirement effective September 24, 2010. Thank you for your years of service and dedication to the State of Montana, the Aeronautics Division and the entire aviation industry. We know we will get to still see Jeanne as she continues to participate in this great state aviation circle. She plans to do more flying – watch for her tearing up the skies in her Bonanza and Super Decathlon. “Retirement is the beginning of life – not the end!” Jeanne the best part of your life is just beginning. I will miss you, thanks again for your loyalty and friendship. Enjoy.

Powder River MOA: The U.S. Air Force is seeking expansion to the current Powder River MOA located in southeast Montana in efforts to hold combat training missions for B-1 aircraft located at Ellsworth AFB, South Dakota and B-52s located at Minot AFB, North Dakota. It is also expected that the entire airspace may be used about a dozen times each year to conduct large force exercises of up to 20 aircraft. The proposal quadruples the size of the existing MOA with airspace sector restrictions from 500’ AGL to FL600. Director Jim Lynch, Debbie Alke, and a handful of others attended a stakeholders meeting recently in Billings with Colonel Taliaferro of Ellsworth AFB, and staff. A draft Environmental Impact Statement (EIS) has just been released and another round of public meetings are scheduled to take place in the next few months. Comments are due by November 13, 2010. To get more information including commonly asked questions, a written comment form, the public hearing schedule, the EIS and a map of the proposal go to: <http://www.ellsworth.af.mil/prtc.asp>.

Line up and wait: Get ready for a change in ATC terminology expected to take place on Sept. 30. Instead of the familiar phrase “taxi into position and hold,” the controller will issue “line up and wait” instructions to indicate that you may taxi onto the runway and wait for a takeoff clearance. Just like “taxi into position and hold,” the new phrase is used when a takeoff clearance cannot immediately be issued because of traffic or other reasons. So, although the words change, the meaning will not. Remember to “line up and wait” after Sept. 30. And, whenever you are unsure of an ATC instruction or clearance be sure to get clarification immediately.

More on aircraft re-registration: For the first time in its history, the FAA is requiring that all aircraft be re-registered. The new registration rules are intended to correct inaccuracies of the current voluntary compliance-based system and will require current information from all aircraft owners on the registry and will provide a means to verify the information every three years when registration is renewed. To ensure that your aircraft does not slip through the cracks, check out the FAA website and make sure the agency has accurate information regarding your aircraft. Then, review your aircraft registration card and see which month your aircraft was originally registered. The year doesn’t matter, just the month. Aircraft owners will be given a three month window to re-register based on the month the aircraft was originally registered. To learn more about the re-registration process, please visit the FAA’s website: http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/

Transportation Security Administration: John Pistole, Administrator of the Transportation Security Administration, for 40 days and 40 nights, recently outlined his three top priorities: improving TSA’s counterterrorism mission “through intelligence and cutting-edge technology,” supporting the agency’s workforce and engaging its customers, “especially the traveling public.” The 26-year FBI veteran spent his first weeks in office gathering information from employees in town hall-style meetings and talking to a variety of people who have a stake in what the TSA does.



Montana and the Sky
Department of Transportation

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Official monthly publication of the
Aeronautics Division
Telephone - (406) 444-2506
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www.mdt.mt.gov/aviation/

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Montana and the Sky
Is published monthly
In the interest of aviation in the
State of Montana.

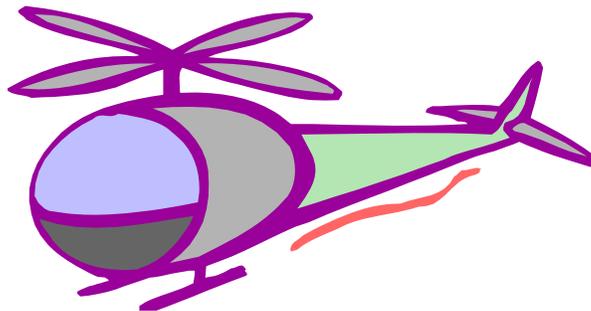
Third Class postage paid at
Helena, Montana 59604

Editor: Patty Kautz

Calendar of Events

October 16, 2010 – AOM Meeting, MDT Aeronautics
Division 10:00 a.m. For further information phone (406) 444-2506.

March 3-5, 2011 – Montana Aviation Conference. Red Lion Colonial Hotel, Helena. For further information phone (406) 444-9580.



Airport of the Year Nominations Requested

Are you often heard telling your friends that your airport is better than theirs? Do you feel an insatiable need to brag about your airport? Do you have dreams picturing your airport manager standing atop a three tiered podium with Olympic theme music bellowing in the background? If so, why don't you nominate your favorite airport for our annual "Airport of the Year" award? To nominate an airport, simply send us an explanation of why you think your favorite airport is the airport of the year. Nominations can be made by anyone on behalf of any Montana airport, can be as short or lengthy as you wish and will be accepted through the end of December 2010. MDT Aeronautics will collect the nominations and the winner will be selected and notified sometime in January. Public recognition along with the formal award will be presented to representatives of the winning airport during the Montana Aviation Conference awards banquet in Helena March 4, 2011. Nominations can be sent to any of the following: MAIL: MDT Aeronautics Division, attn: Jim Greil, P.O. Box 200507, Helena, MT 59620-0507; EMAIL: jgreil@mt.gov FAX: (406) 444-2519.

Art Contest Winner Partakes in Complimentary Flight



Aviation Art Contest winner Mercedes Martin of Broadus was unable to attend the awards ceremony held in June in Helena as she was spending the summer with her dad who lives in Tennessee. Special arrangements were made to present her with her award in the fall. On Wednesday, September 2, Mike Rogan, pilot and Aviation Support Officer of MDT Aeronautics came to Broadus where he met Mercedes, her mother, her sister, fans and teacher, Connie Barnhart at the Broadus airport after school. Mercedes was presented with her trophy and framed artwork. Then she embarked on her own personal flight with pilot, Mike Rogan. Mercedes enjoyed the flight immensely and was even able to co-pilot the plane. Several Broadus residents remarked that they saw Mercedes' plane in the Wednesday night sky. Mercedes said she didn't try any aerial loops. Perhaps that will happen later in an aeronautical career! Mercedes winning artwork appeared in the July, 2010 issue of Montana and the Sky. Pictured above is Mercedes with Mike Rogan in the Bonanza and Mercedes with her winning artwork and trophy. Congratulations!

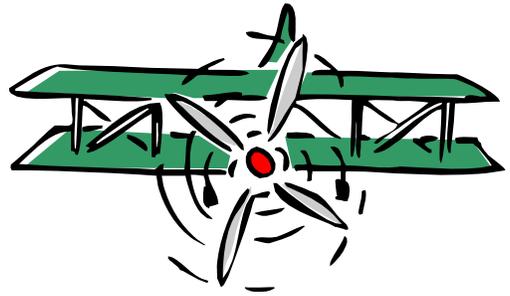
MAAA Fly In Another Success



The MAAA Three Forks Fly In was held July 29 – August 1. Pilots flew in from all over to attend the festivities. Pictured (l-r) from Helena are Shayne Stewart, Sport Pilot; Dave Mason, Retired Air Traffic Controller and Bill Gallea, Pilot in front of Hank Galpin's Travel Air.



The flight line offered lots to see for those aviation enthusiasts.



Columbus Airport Renamed



Gary Woltermann (l) with the Columbus airport board chairman Alan Drain (r) in front of new airport sign.

The Columbus airport board wanted to recognize the Woltermann family for their dedication towards the Columbus airport and rename it "Woltermann Memorial Columbus Airport" in their honor. The City Council approved of the change and the Board scheduled a fly-in breakfast for Sunday, August 15. Git Woltermann was primarily responsible for building the first airport, a grass/gravel strip in the same location where it is today. Git & his boys (Gary, Ron and later his grandson Todd) did the grass mowing, snow plowing & upkeep for decades. The weather was picture perfect so a large number of pilots & friends flew in for the event.



Pictured is Ken Rolle (l) and Mike Ferguson (r). Ken was the Billings Airport Manager when Mike built his shop there.

Pilots put Finishing Touches on Russian Flat

Armed with hand tools, sunscreen, insect repellent and a lot of enthusiasm, 40 volunteer pilots, families and guests spent the August 21-22 weekend putting the finishing touches on America's newest public landing strip. Now open for use, Russian Flat is in Montana's Lewis and Clark National Forest and is ideal for recreational flying purposes. It's adjacent to a tree-sheltered USFS, leave no trace campground and vault toilet.

Russian Flat was just a twinkle in the eyes of many recreational flying enthusiasts seven years ago. The addition of an airstrip at Russian Flat was included in the October 2007 Travel Management Plan of the Lewis and Clark Nat'l Forest. Through the efforts of the Montana Pilots Association, (MPA) and with a grant from the Recreational Aviation Foundation, (RAF) the airstrip is now open to the public. MPA President Wade Cebulski said, "This is a precedent-setting event." Cebulski added, "I was ecstatic at this weekend's turnout at Russian Flat. I've been pleased at the exceptional turnout of volunteers throughout Montana this year. Dan Prill, Century Company, Tim Robertson and Jeff Patnode especially are to be commended for their dedication to Russian Flat. It wasn't an easy project."

MPA volunteer Dan Prill has helped lead the effort from its beginning stages of identifying the location, and shepherding the project through the public planning process, working closely with Judith District Ranger Ron Wiseman. Prill – who also serves as board member and vice president of the Recreational Aviation Foundation – explained that the project fit into the mission of the RAF, which provided funding for materials, purchase of the vault toilet, a runway roller and grass seed.

Ranger Wiseman said, "From the very beginning of this project, it has gone as well as I could have envisioned, especially the last two years of implementation. We appreciate the high level of cooperation from all different aspects of the pilots. The volunteers respected our requests for low-impact access, and minimal disturbance to the land."

He continued, "I was impressed with the attitude that in spite of not getting everything they requested in the Travel Plan, the pilots put their best efforts into carrying out this project. We look forward to cooperating on the last few details yet to be done."

Century Companies of Lewistown donated labor and equipment to the project under the supervision of Tim Robertson. Central Montana Hangar provided breakfast on Saturday and Sunday and a steak and corn BBQ on Saturday. The RAF provided a bratwurst lunch on Saturday. Special guests were Ron Wiseman, USFS Judith District Ranger; Wade Cebulski, MPA president; John McKenna, RAF President; Pete Smith, Central Montana Hangar President; and Don and Marilyn Derks, the USFS permittees who graze their cattle on Russian Flat. Taking honors for farthest distance was MPA member Richard Benton, DVM of Jackson, Mississippi.

Cebulski concluded, "The RAF has really hit the nail on the head getting the world to recognize that aviation is part of recreation."

RAF President John McKenna said, "Montana is seen nationally as a recreation destination, and Russian Flat airstrip serves to enlarge opportunities for recreational aviation. It's collaborative partnerships like this that will ensure the ongoing success of recreational flying destinations."

Wiseman added, "Saturday evening was quite a sight . . . people sitting around a fire together, really enjoying the opportunity."

A formal dedication ceremony is planned for summer of 2011.

Russian Flat (N 46° 43' 28.24" W 110° 24' 41.07") is approx. 6400' elevation and 3000' long. Bring tie downs and park in the corral, as there could be cattle grazing. Recommend landing uphill to the west; takeoff to the east, conditions permitting. 122.90. As always, pilots are responsible for their and their airplane's capabilities. Practice "no trace" camping; no fire rings; Portable firepit lock combo: CTAF



Aeronautics Re-Sale Program

By: Michael S. Rogan, Aviation Support Officer

The Montana Aeronautics Division has for many years provided a runway lighting supply re-sale program. This program is structured to help all public use airport managers locate runway lamps and lighting fixture to keep their associated airports in a safe condition. Our Bureau will receive a call from a manager in the state, for a little airport who may be the local butcher downtown or the local dentist, with no idea of what type of system he has, but needs to locate lamps, lenses. He may only have a handful of parts left over from the summer help who just mowed over a number of runway fixtures, trying to figure out what is needed. Through years of experience and records that are kept here on hand, we are able to help these airports. So if you are in need of some expert help in trouble shooting lighting problems or are in need of parts please contact our office and ask for Mike or Ken. We would be more than happy to help in any way we can. Please check out the Aeronautics web site at www.mdt.mt.gov/aviation/ to see a small portion of available items in stock.

Civil Air Patrol's cell phone forensic expert honored with 2010 Public Benefit Flying Award



Civil Air Patrol Capt. Justin Ogden, whose work with cell phone forensics has helped save numerous lives, will receive the 2010 Distinguished Volunteer Public Benefit Flying Award this month at a prestigious awards ceremony at the U.S. Capitol.

The National Aeronautic Association, in partnership with the Air Care Alliance, a nationwide league of humanitarian flying organizations, sponsors the awards, which honor men and women and organizations who fly for the benefit of others.

“Just as in years past, this year’s Public Benefit Flying honorees symbolize the very best of the people, organizations and equipment which make up the aviation community in America,” said Jonathan Gaffney, president and CEO of NAA and chairman of the Selection Committee. “These awards reflect the selflessness of our industry and the benefit it provides to people throughout our continent. We are very proud to be part of this program.”

Ogden, based in Arizona, is CAP’s national go-to resource for cell phone analysis. Combining his passion for electronics with his devotion to volunteering, he has developed a system for triangulating signals emanating from victims’ cell phones that help locate the sites of air crashes and missing persons. A valuable search-and-rescue tool for the Air Force Rescue Coordination Center, Ogden, just 29 years old, has already participated in 77 searches, which resulted in 28 finds and 10 saved lives.

“I’m very excited about being this year’s recipient of the Distinguished Volunteer award,” said Ogden. “Having been

nominated by CAP National Headquarters in the first place is very meaningful to me.”

Ogden has been a member of CAP since he was 12 years old. As a cadet and senior member working entirely as a volunteer — on his own time and at his own expense — he has creatively combined his interests in electronics, CAP and community service to develop an analysis program that keeps pace with current technology and helps protect all Americans. “I enjoy contributing on searches where cellular forensics are involved,” he said. “It’s been a passion of mine for over four years now.”

Ogden attributes many positive things in his adult life to experiences as a cadet. “I’m grateful to be able to contribute something back to the organization, as I feel I’ve gotten so much out of CAP in my life,” he said. “Being selected as the recipient of the award takes the recognition to the next level.”

The Public Benefit Flying Awards were created in 2003 to honor volunteer pilots, other volunteers and their organizations engaged in flying to help others, and those supporting such work. Since then, dozens of awards have been presented at the celebratory Above and Beyond Awards Ceremony, held each fall at the U.S. Capitol. Previous recipients include CAP radar analyst Capt. Guy Loughridge, based in Colorado, who received the Distinguished Volunteer Award in 2007 and often works in tandem with Ogden, particularly in cases involving downed aircraft.

Besides Ogden, 2010 Public Benefit Flying award recipients include: Distinguished Volunteer Pilot – Gene Schmidt, Bahamas Habitat; Outstanding Achievement in Public Benefit Flying – Bahamas Habitat; Teamwork Award – all volunteer pilots and other volunteers conducting flights in support of the Haitian relief efforts.

The 2010 honorees will be recognized at a special invitation Public Benefit Flying “Above and Beyond” Awards Ceremony on Sept. 16, scheduled to begin at 4:30 p.m. in the Lyndon B. Johnson Room of the U.S. Senate.

SAFE to Award Scholarship

The Society of Aviation and Flight Educators (SAFE) plans to award a \$1,000 scholarship, through Women in Aviation International, to an aviation educator to help further his or her instructional skills, knowledge or credentials. The funds may be used at a recognized aviation education facility or other program meeting specific criteria. The scholarship is intended for anyone possessing current aviation instructor credentials (such as sport pilot, flight, ground, or maintenance instructor, or anyone with an ongoing history of teaching an aviation technical subject at any level). Interested applicants should submit a description of their current involvement in aviation education, along with a copy of documentation as an aviation educator (e.g. AGI certificate, teaching certificate). While both women and men are eligible, all applicants must be members of Women in Aviation International (WAI). For more information and an application: WAI.org. The Society of Aviation and Flight Educators (SAFE) is a professional organization for aviation educators. SAFE seeks to create a safer aviation environment through enhanced education. For more information: SafePilots.org

Swift Fuels: Ready to replace 100LL

One Thursday afternoon in September 2005, Swift Enterprises founder John Rusek was flying home from a business meeting when he turned to his pilot, Jon Zuilkowski, and asked if he was ready to expand his role in the company. Without hesitation, Zuilkowski said he wanted to search for an alternative to avgas.

“One of his professors at Purdue University had told him that leaded avgas was going away and he wanted to get ahead of the problem to make sure his kids could fly and fly affordably,” recalled PJ Catania, a Swift Fuels aerospace engineer, following a forum on the new fuel at this summer’s AirVenture.

Just 72 hours after that conversation, Zuilkowski and other Swift Fuels employees were in the lab Monday morning, starting the research that would ultimately lead to Swift Fuels 100SF, a direct replacement for 100LL.

The small company, based at Purdue Research Park near the Indiana university, recruited former oil company researchers, biomass production engineers, and other professionals to help develop the fuel. About 1/3 of the 16-member staff are pilots and/or aircraft owners.

The sustainable fuel is not petroleum-based, but rather can be made from any “biomass,” such as corn, sugar beets, sorghum — whichever happens to be cheapest, Catania said.

The process to make the fuel is similar to that used to make ethanol, but the final product has no alcohol or ethanol in it.

The proprietary process converts the biomass to a fuel with just two components. The fuel, which has a Motor Octane Rating of 104.9, was submitted last month to ASTM for approval. Along with that submission were reports from a variety of companies that have been involved in testing the fuel, including Lycoming, Teledyne Continental Motors, Cessna, Hawker Beechcraft, Avfuel and Embry-Riddle Aeronautical University.

Embry-Riddle has been testing the fuel in a Seminole for the past year. Testing started with five hours of ground runs — hot starts, cold starts, etc. — and when no major problems occurred, advanced to taxiing and run-ups, reported Mikhael Ponso, an experimental test pilot at ERAU’s research center. Eventually the plane was taken up and put through extensive in-flight testing. “After 25 hours, we flew it to Sun ‘n Fun, where we flew in the showcase,” he said. “And we flew it here.”

Ponso reported that on the way to Oshkosh, he stopped to refuel, putting “a little” 100LL in the right tank, while the Swift Fuel was in the left tank. “I noticed the fuel flow was 10%-15% better on the Swift Fuel.”

Swift Fuel can be mixed with 100LL in any combination and still remain in spec, according to officials. Once approved, the fuel will be given a distinct color to differentiate it from JetA and 100LL. The fuel also has a distinct smell — one man at an Oshkosh forum compared it to dirty socks — but the smell is lighter than either dirty socks or petroleum-based fuels.

Swift officials hope to get approval for the fuel in the next year to year and a half. The company is in the process of striking a deal with a producer who can pump out 50,000 gallons a day. “At this facility, there exists the capacity to cover the entire GA market in about a month,” Catania said, noting GA uses about 308 million gallons of fuel each year — “not a large amount, but it’s important to a large number of people.”

Also important is keeping the cost affordable. Swift Fuels officials see the fuel costing no more than 100LL.

Another important point: 100SF can fall right into the present distribution channels. FBOs won’t need to add a second pump or make any changes to their existing fuel system, Catania said, adding the company has already reached an agreement with major distributors to distribute the fuel.

What about airplane owners? There will be a few changes needed. “The POH will have to be slightly rewritten,” he said. “And the fuel is slightly heavier, so it will affect weight & balance calculations.”

On the plus side, the fuel offers an 8%-15% boost in volume energy, researcher-speak for added mpg.

An educational campaign will be necessary to let aircraft owners know about the new fuel and what it means to them, coming from the FAA and the alphabet groups, including AOPA and EAA, he said.

THE BIG QUESTION

For aircraft owners, the big question is all about octane. “They say my engine needs lead and high octane for lubrication. With a minimum octane rating of 102.2, heading up to 105, “you never have to worry about that,” Catania said. That’s because 100SF lubricates valve components. “Its lubricity is more like JetA,” he said, noting there is no lubricity standard for 100LL.

“We tried to get ahead and test 100SF like JetA,” he continued. “We did a long-term test at the FAA William J. Hughes Technical Center, putting 4,500 gallons of fuel through a Lycoming engine to simulate the wear and tear experienced at TBO. There was no more wear and tear on the internal engine components than 100LL — in fact there was less because there were no sticky lead deposits.”

For more information: SwiftEnterprises.com.

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September, 2010

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UPCOMING EVENTS



Stop by and Wish Jeanne Well

As many of you know Jeanne MacPherson, Bureau Chief of Safety & Education will retire from MDT Aeronautics in September. To honor Jeanne's years of service and say goodbye to a great friend and employee we will serve dessert and coffee on September 24 from 3:00 p.m. to 4:00 p.m. at the MDT Aeronautics Division, 2630 Airport Road, Helena. For further information phone (406) 444-2506. Hope to see you there!

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