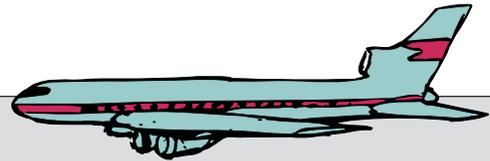




Yellowstone Airport Opens Soon for Summer Air Travel!

Yellowstone Airport should be open for general aviation by Memorial Day this year with Delta Connection beginning commercial air service for the 2011 season on June 1st. Available at the airport this year are 3 rental car operations, Yellowstone Aviation offering a full-service Fixed Base of Operation (FBO) with both general aviation and jet fueling services, and the Smoke Jumper Café will be opening on the 1st of June with good food at great price. The airport also hosts a complimentary pilot's camp ground with a hot shower, fire pits, running water, and bicycles for transportation on a first come first served basis. If you are going to camp just let the FBO know when you call in and they will direct and park you accordingly. We anticipate having the shower up and running by Memorial Day barring any cold snaps.

Changes from last year that should be noted include the AWOS III that was installed in June the frequency is 118.10 and the phone number is (406) 646-7727. The RNAV approaches for runways 1 and 19 were also published late last year and are now useable by those with WAAS technology in their aircraft. As always, due to these changes and our odd weather this year please check your directories and monitor current NOTAMS. Feel free to call Tony with any questions at (406) 646-7631 or visit our new website at www.yellowstoneairport.org. We hope to see many of you this year as you enjoy the summer flying weather.



Flights

Delta Connection, the exclusive commercial carrier for the Yellowstone Airport, offers the following schedule for 2011.

From Salt Lake to West Yellowstone

Flight	Departs	Arrives	Frequency
7786	09:45	11:15	Daily
7758	11:15	12:39	Sat & Sun only
7783	16:50	18:14	Daily

From West Yellowstone to Salt Lake

Flight	Departs	Arrives	Frequency
7786	11:50	13:10	Daily
7758	13:00	14:18	Sat & Sun only
7783	19:30	20:48	Daily

This schedule is subject to change.

Additional information and reservations are available toll free through Delta Airlines: 800.221.1212 or Delta.com.

Administrator's Column

Condolences: Mike Biggerstaff of Stanford died May 9 in an accident just east of Miles City. Mike was an accomplished pilot and friend to the Montana aviation community. He owned and operated Big B Flying Service, an aerial application business located on the Stanford Airport. Mike was the Stanford Airport Manager and a past-President and member of many state and national aviation organizations. In recent years Mike enjoyed flying a single-engine air tanker. He will be missed. Our thoughts and prayers are with Connie, Brian and Brandi.

Thank you: to Lonnie Leslie, search coordinator District 9, for your professionalism, work and many hours spent conducting the search for Mike. The weather conditions were tough with heavy rain, low visibility and cloud cover — preventing a full-scale search. And to the many volunteer pilots, observers and friends that assisted or just called to offer support, thanks for the job that you do. It is incredible to witness this aviation community come together and offer assistance in difficult times. I appreciate you, your support and your friendship.

TSA General Aviation Manager leaving: Last month I shared with you a link to an interview with Brian Delauter, General Aviation Manager for the Transportation Security Administration. Brian announced he is leaving TSA at the end of the month. Brian was a welcome addition to the TSA staff and came with a background in general aviation and an understanding of general aviation issues important to the industry. Last month, Brian sent his deputy to the Montana Aviation Conference to discuss areas of concern with Montana's aviation community. General aviation will miss Brian and his common-sense approach to security. Best wishes to Brian as he moves to Nissan overseeing security for its corporate aviation fleet.

Valley County adds to fleet: The Valley County Sheriff's Office fleet of vehicles includes regular patrol cars, boats and a recently acquired Piper PA18 Super Cub increasing its ability to respond by land,

water and air. The plane will be used for search and rescue, drug interdiction, marijuana searches and fire spotting to name a few according to Sheriff Glen Meier. Since acquiring the plane in March, it has been used four times – to airlift medicine and groceries to a 79-year-old man in a remote part of the Glentana area who was snowed in and couldn't get out and three times to survey flooding along the Milk River for the National Weather Service. With the county covering more than 5,000 square miles, the aircraft will add to the efficiency of the sheriff's office. It's great to see the importance and use of general aviation aircraft supported by Sheriff Glen Meier and Valley County.

Reauthorization Update: Major disagreements between the two houses on important issues continue. The House does not like the jet fuel tax increase proposed by the Senate and the Senate opposes the anti-union provisions in the House bill. The House has yet to appoint its members to the conference committee. Chairman of the House Transportation and Infrastructure Committee, John Mica remains confident that a bill that authorizes the FAA operations and programs for the next four years will be in place by May 29.

Welcome Gulfstream International Airlines: Gulfstream launched its first Montana flights on May 1st flying from Havre to Lewistown to the hub city of Billings. Beginning May 8, Glasgow and Wolf Point will be added to the schedule and on May 15, Gulfstream will complete service to seven cities flying to Glendive, Miles City and Sidney. The Fort Lauderdale, FL, airline has three 19-passenger Beechcraft 1900s and one spare Beechcraft 1900 dedicated to Eastern Montana. Gulfstream pilots will be based in Billings and the carrier will contract some maintenance work to Edwards Jet Center. The aircraft will be located at a hangar on the Billings Airport that was once home to the former Big Sky Airlines. For more information, call the Gulfstream reservation office at 800-499-7450 or visit the website at www.flygia.com.



Montana and the Sky
Department of Transportation

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Jim Lynch, Director

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Calendar of Events

May 21 - Corporate Jet Fly-In, Billings, 8:00 a.m.-2:00 p.m. Pancake breakfast by Boy Scout Troop 9. International Learn to Fly Day, BSA Aviation Merit Badge, EAA Young Eagle Flight Rally, Control Tower tours, static displays, equipment demos and lots more. For more information call Walt McIntosh (406) 670-1846 or Kyle O'Leary (406) 245-8400.

May 21 – Summit Aviation Inc. is hosting International Learn to Fly Day at Gallatin Field from 10:00 a.m. to 2:00 p.m. It's free and there will be aircraft on static display, games, activities and plane rides for kids ages 6-18, weather permitting. Anyone wanting to put an aircraft on static display is welcome. Contact Janine Nunes for further information (406) 388-8359.

May 28-29 – Spotted Bear Annual Work Session.

June 4 – Benchmark Annual Work Session. Lunch provided by the MPA Vigilante Hangar.

June 8 – Aeronautics Board Teleconference Meeting, Loan/Grant Extensions. For further information contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.

June 11 – 7TH Annual Lewistown Airport Fly In and Pancake Breakfast. Enjoy War Birds, Experimentals, Young Eagle Rides. For further information contact Jerry Moline (406) 350-3264.

June 11 – Polson Airport Fly In. The Lake County Chapter 1122 of the Experimental Aircraft Association (EAA) will be hosting Young Eagles Flights at Polson Airport (8S1) on Saturday morning, June 11th, starting at 9:00 a.m. All kids between the ages of 8 & 17, with their parents approval, can get a ride in an airplane free of charge. Pancake Breakfast will be available from 8:00 a.m. to 11:00 a.m. Pilots who fly in will get their breakfast free. For further info, call Mauri Morin (406) 249 2250.

June 18-19 - Twin Bridges Father's Day Fly-In, Young Eagle rides, Aerobatics, static display, games for pilots, BBQ dinner, Pancake breakfast, Skydiving, and more. For more information visit their web site at www.rubyvalleyaviation.com or email kendra@rubyvalleyaviation.com phone (406) 684-5335.

June 18-19 – Fort Peck Airport Fly In. Valley Hangar is hosting a Steak Fly Saturday evening June 18, please RSVP for the steak fly. On Sunday Frank Bass/Fathers Day Fly In and breakfast, 8:00 a.m. to 11:00 a.m. For further information contact Lanny Hanson (406) 228-3535 or Prarie Aviation (406) 228-4023.

June 21-22 - Aviation Career Academy for students in 6th, 7th and 8th grade. To register see page 8 of this month's newsletter, an application is also available on our website www.mdt.mt.gov/aviation. For further information phone Dave Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

June 24-25 – Havre Airport pilot patio party & hangar theatre the evening of June 24. On June 25 annual fly-in breakfast. Breakfast and rides start at 7 a.m. For further information contact Darren Huestis at (406) 945-1861 or email darren.huestis@nuwaveservices.com

June 25 – Plains Airport Fly In Breakfast. 8:00 a.m. to noon. For further information contact Randy Garrison at (406) 826-3605 or email printer@plainsmt.net

June 25-26 – Meadow Creek Annual Work Session.

July 8-9 – Big Sky 150 Race Three Forks Airport, 160 nm closed course (SARL sanctioned). Looking for Experimental, Twins, War Birds, Cessna's, High Performance aircraft, Rockets, RV's to participate in the event. Also looking for volunteers to help with the event. For further information contact Cody Folkvord (406) 285-3006; Brian Carroll (406) 980-1193 or Kevin Danz (406) 431-8009.

July 9 – Del Bonita Hands Across the Border Annual Work Session.

July 15-17 – Schafer Meadows Annual Work Session.

July 16 - Jim Bridger Days fly-in at the Bridger Airport. For further information contact Merrill Pfeifer at (406) 662-3319.

July 21-23 - Second Annual Aerobatics competition at Cut Bank Airport. Includes top aerobatic planes and pilots from the U.S. and Canada. Friday practice, Saturday competition and Sunday carry over in case of bad weather. For additional information contact the airport at (406) 873-8683 or go to www.cutbankairport.org

July 24 – Good Ole' Days Huckleberry Pancake breakfast and Young Eagle EAA Fly In, St. Ignatius Airport - 8:00 a.m. to 12:00 p.m. Helicopter rides will be available for all ages. For further information call Mike Kuefler at (406) 544-2274.

August 4-6 - Montana Antique Airplane Association's Annual Fly In at Three Forks, MT. Flour Bombing & Spot Landing. Free camping on the Airport. For further information call Ken Flikkema at (406) 580-6207; Bob Green at (406) 539-7830 or Tim Linn at (406) 451-5897.

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Calendar of Events, continued

August 6 - Ronan Pioneer Days. Ronan airport will hold an open house and will start with a \$5 pancake breakfast at 8:00 a.m. and Young Eagles airplane rides for kids between 8 & 17 years of age, with their parent or guardian approval, fly free. Helicopter rides will be available for all ages and Skydive Montana will be giving demonstrations of what it takes to become a skydiver. Tours of the airport and facilities will be conducted by local pilots and hanger owners. For further information, call Nels Jensen at (406) 644-2371 or Mauri Morin (406) 249-2250

August 13 – Superior Airport Fly In sponsored by Mineral County Chamber of Commerce and Mineral County Pilots Association. For further information phone Mary Jo Berry (406) 822-4800 or email spr4800@blackfoot.net.

August 13 – Big Timber Airport Fly In and Antique Car show. Hosted by the American Legion Auxiliary, unit 19. Pancake breakfast to be served starting at 7:00a.m. All aircraft and cars invited. Registration to start at 7:00 a.m. for the pilots and car owners. Random drawings for Pilot and Car owners only! Trophies to be awarded for top two airplanes and antique cars. For further information please contact Lucinda Klostermeier at (406) 930-1044, Norene Brown at (406) 930-0120 or Phyllis Bryan at (406) 930-1037. You can also e-mail: malinois@cablemt.net Pilots must bring their own tie downs.

August 14 - Hysham Airport Fly In Pancake Breakfast.

August 19-21 - Tenth Annual Montana Fun Weekend Fly-in and Car Show. Fly-in Breakfast Saturday and Sunday. Bowling ball drops on Saturday before the drag races. Prize for direct hit is \$350.00. All aircraft and cars invited with \$100.00 awards for top three aircraft on display, and top five cars. For additional information contact the airport at (406) 873-8683 or go to www.cutbankairport.org

September 9-11 – Mountain Search Pilot Clinic, Helena. For further information phone Dave Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

September 10 - Polson Fly In, Chapter 1122 of the Experimental Aircraft Association (EAA) will be hosting a Fly-In at the Polson Airport (8S1) on Saturday, September 10, admission is free. The festivities will begin with a breakfast of pancakes, ham and eggs for only \$5 starting at 8:00 a.m. There will be all sorts of aircraft on display, including float planes, homebuilt, experimental and antique aircraft. There will be raffle prizes, concessions as well as airplane and helicopter rides. Drawings for free AV Gas for pilots who fly into the Fly-In. Camping is free. Kids can sign up for future Young Eagle rides. For additional information, call Mauri Morin at (406) 249-2250

Hoerner's Corner

By: David J. Hoerner, Safety & Education Bureau

Pilots Alert-If you have 121.5 Emergency Locator Beacon installed in your aircraft and have an accident, your ELT is not being monitored by passing Satellites. The only one listening are other pilots that might have their aircraft radio tuned to 121.5. Don't bet your life it will ever be heard.

What are the benefits to upgrading to a 406 Model ELT?
The 406 MHz beacons transmitted power is 50x greater than the old 121.5 / 243 beacons. Location accuracy without GPS is greatly improved over the 121.5/243 ELT's. And with GPS location can be as accurate as several hundred feet. With GPS connected, your exact location will be downloaded to Search and Rescue organizations within 10 minutes of activation. The replacement Emergency Locator is the new 406 model.

In today's economic down turn it is hard to come up with the means to install a 406 ELT in your aircraft. The new Spot Located could be an alternative until the time you can acquire a state of the art 406 model ELT.



Mike Receives Tailwheel Endorsement



Mike Rogan, Aviation Support Office at MDT Aeronautics recently added tailwheel pilot to his expertise. A good pilot is always training and expanding his (or her) envelope. Tailwheel pilots learn to use the rudder, not just on the ground, but in the air as well. Tailwheel pilots must be intensely aware of yaw and sideways drift. Congratulations Mike!

Would you survive?

By: David J. Hoerner, Safety & Education Bureau

You've had years of flying enjoyment making annual flights into the back country airstrips. Your aircraft has performed flawlessly and you consider it your best buddy. When maintenance was due, the work was completed. Sometimes the bill seemed high, but with a little complaining you made sure the bill was paid. You had to take care of your airplane.

Montanas leave the safety of the valleys or prairies and fly over the high Rocky Mountains and we make it look easy, but, how dangerous is it?

On this day you departed from Kalispell City airport, flying east across the valley and enter the mountains. As the Hungry Horse Reservoir passes under you, the control wheel starts shaking and grows in intensity.

Scanning the instruments shows no indication of the problem. A loud bang and instant stoppage of the propeller creates instant fear. For the first time and unexpectedly, you're going to make a crash landing somewhere below.

Scenario no. 1.

You haven't practiced emergency landings for years and freeze, but the stall horn blaring brings you back to reality. Without thinking, you shove the nose of the airplane over to gain airspeed. Hastily, you glance outside the window and noticed the only meadow in the area.

With that meadow being almost directly below and a little behind the airplane, you turn sharply to the left and shove the nose of the airplane over more to make sure you make it to the meadow.

The airspeed climbs as the meadow grows in the windscreen. In just a few seconds you know you have the meadow made, but then you realize you haven't planned well. You were so worried about making it to the meadow that you didn't control the airspeed. Now, you're going way to fast to land and get stopped. But it's too late to do anything about it.

The shock of the emergency and now an actual forced landing took you way out of your comfort zone. The inability to control your fear of possible injury or death has been controlling the aircraft.

Now you realized your chances of survival is poor as the meadow shoots straight toward you like an arrow to a target.

You pull hard on the control yoke right before you impact the ground. The plane balloons in the reaction to the impact and floats toward the trees on the side of the meadow. For a second you are lost to thought, you're going to crash, either into the ground or in the trees.

The plane slams into the trees 20 feet above the ground. Time and space collide, thought and reasoning blackens. You just survived your first crash landing; you blink your eyes lids a few times and shake your head to get everything back into focus. Somehow you are not in the twisted wreckage, but lying beside it. Your passenger is sitting next to a tree, holding her bloody head.

In time you manage to stand on one shaky leg, the other one doesn't want to work at all. A deep gash above your eye lets

blood run down into one eye and blocks your vision. Your passenger rolls over on her side and passes out.

As hard you try, you get no response from her and do the best you can to stop the bleeding. Then you remember your ELT and drag yourself along the ground, only to find out it is totally destroyed, which means the chance of someone finding you is slim.

Fear hits you even harder, when you remember you didn't file a flight plan or worse yet; no one knows where you're at. To make this terrible situation worse, you didn't have any survival gear along.

The weather turns to cold as darkness arrives. Your partner stops breathing during the night. As the daylight approaches you lay on the ground thinking about your loved ones and the world grows dark and quiet for the last time.

Scenario no. 2

As the propeller grinds to a stop you raise the nose slightly to compensate for the lost thrust. Your recent emergency training kicks in and you adjust the attitude to the best glide speed of 80 knots. Even though your heart is racing, you still have the airplane under control.

You notice the meadow below and adjust the bank angle so that the turn will line you up with the meadow and fumble for the transponder and turn the numbers to 7700.

You had been taught by your instructor to always have Center Frequency in one of the radios, just for a situation like this.

You were also taught to fly high when possible. Salt Lake Center answers immediately and advises you to put 5665 in the transponder. You reply, but get no answer and hope they received a signal.

As you float over the trees on the edge of the meadow, you apply full flaps and raise the nose as the plane descends slowly toward the ground. The impact is hard and the plane momentarily levels on the wheels. The meadow is small, you realize that it is too small to get stopped and you apply maximum brakes. The nose wheel digs into the soft turf and in an instant the airplane flops over on its back and slides to a stop.

You had pulled the shoulder harness straps tight on you and your passenger, now they were holding you tight to the seat. The plane is twisted, but you and your passengers are no worse for the wear. In seconds you have the seat belts unhooked and both you and your passenger slide out through the door that you had open just seconds before impact.

After a few minutes you remove the Spot Tracker out of your pocket and push the emergency mode and check you 406 ELT. It is activated and showing an emergency signal to Satellites. You're confident that help is on the way.

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Would you survive, continued

In your survival gear is sleeping gear, a small tent, fire starter and food. As dark consumes the light you settle in for the night. Sleep is fitful as you relive the events of the last few hours. In a silent whisper to yourself you say, "Boy I'm glad I practiced my emergency procedures and have the right emergency gear."

As you boil water in the morning, the sound of a helicopter brings a smile to your face.

Be honest to yourself, which scenario best describes you. If you pick No. 1, I would hope you take action and get the training to put you in scenario 2. Don't think it will never happen. That kind of thinking could be deadly.

Foot note: You told your daughter to call MDT Aeronautics if you didn't come home. Aeronautics had your Spot Tracker frequencies and knew your location in just a few minutes. Your 406 receiver that was registered in your name was picked up by a Satellite and a helicopter was dispatched to your accident location. Salt Lake Center had picked up your transponder code and knew your approximate location.

The next night you sit in your warm living room with a sore back and shoulders. Even though you lost your airplane, you and your passenger are safe. This didn't happen by accident, you took the time and put forth the effort to stay emergency current.

YOU MIGHT ONLY GET ONE CHANCE TO DO IT RIGHT!!



A great program to attend to hone up on your survival skills is the Surratt Memorial Winter Survival Clinic that is held each year in January in Helena. These participants from an earlier clinic learned how to build a shelter and survive the conditions. For information on attending this clinic contact MDT Aeronautics Division at (406) 444-2506.

Wanted: Mountain Search Pilots

By: David J. Hoerner, State SAR Coordinator

Montana is unique in the way it conducts search and rescue for lost or missing aircraft.

This program is possible because of all the generosity from the people who give their time and money to help in the time of need of fellow pilots and their families. These type people who live and work in Montana is what makes our state such a great place to live.

Because of them, we have developed a network of 397 trained volunteer pilots, 241 aircraft and observers that resemble a small army.

MDT Aeronautics leads search efforts with six trained Search and Rescue (SAR) Coordinators and two state owned aircrafts. One of these Coordinators is on call 24 hours a day, 7 days a week. One phone call gets a search started in minutes.

Within the state we have 14 SAR districts, in each district is a volunteer District Coordinator who will conduct, with the help of the MDT Aeronautics Division, any aircraft searches within their district. Inside each district are volunteer pilots and airplanes.

Montana is a land of varying terrain, which makes finding an aircraft a serious and demanding effort. In the western half of the state we have high altitude mountains that have their own weather and wind. From the mountains, east is a vast land of Ravines, Coulees and Bad Lands that can hide a downed aircraft forever if not for the efforts of the state SAR program.

Each year in September, MDT Aeronautics sponsors a Mountain Flying Search Clinic that is geared for pilots that are interested in learning the right techniques to fly in the mountains and then search for missing aircraft.

The three day clinic provides flight training from one of six mountain search flight instructors, plus ground training on medical emergencies, survival techniques and ELT training.

This program is a great opportunity for pilots to gain experience that builds confidence. If you're interested in becoming a Mountain Search Pilot, then don't delay, call David (406) 444-9568 or Kelly at (406) 444-2506.

The cost for the course is \$125.00. This includes room and some of the meals. This is a great opportunity to get to know fellow pilots and become a part of the volunteer army.

Where do N-numbers come from?

The U.S. received the “N” as its nationality designator under the International Air Navigation Convention held in 1919. The Convention prescribed an aircraft-marking scheme of a single letter indicating nationality followed by a hyphen and four identity letters (for example, G-REMS). The five letters together were to be the aircraft’s radio call sign.

In the original 1919 allotment, most of the nations shared first letters. Only the U.S. and four other nations were assigned a unique first letter to be followed by any combination of four letters. In each case, that first letter was the same as a radio call letter that had been previously assigned to that nation by an evolving series of international agreements. As of April 1913, for example, Great Britain had complete rights to the radio letters B, G, and M, while sharing certain other letters. Not surprisingly, Great Britain received G as its aircraft nationality identifier under the 1919 agreement.

During this era, the U.S. had completed the rights to the radio letters N and W, and to combinations of K from KDA to KZZ. Why these particular letters? The assignments of W and K appear to have been arbitrary, according to articles on early radio call signs by Thomas H. White. In the case of N, Whites notes that the U.S. Navy had used this radio letter since November 1909.

This still leaves the question of why N was chosen over W for the U.S. aircraft identifier. The answer may lie in the fact that the Government had reserved N for itself, while assigning combinations beginning with K and W to various radio stations along geographic lines. N would therefore be less confusing as a single national marking for aircraft.

The choice was not universally popular. The Journal Aviation wanted the U.S. to adopt W in honor of the Wright brothers. Use of the letter N in the early days seems to have been restricted to aircraft that made international flights. Compliance was voluntary at this time, since the U.S. did not ratify the 1919 convention.

No mention of N numbers appeared in the initial Air Commerce Regulations placed in effect by FAA’s first predecessor agency in December 1926. The letter markings that this original set of rules specified were C (commercial), S (state), and P (private), which were to precede the numbers assigned to licensed aircraft. Unlicensed aircraft had numbers, but no letters, at this time.

The earliest legal requirement for the N marking is found in the first general amendments to the Air Commerce Regulations on March 22, 1927. These amendments mandated that U.S. aircraft engaged in foreign air commerce display the N at the beginning of its identification markings. Later, this requirement was extended to all U.S. aircraft, regardless of whether they operated beyond the Nation’s borders.

A second letter indicating the aircraft’s airworthiness category followed the N and preceded the identification numbers. These airworthiness indicators were; “C” for standard, “R” for restricted, “X” for experimental, and later an “L” for limited, (for example, NC1234). This was standard until December 31, 1948, when aircraft registered for the first time were required to display identification marks consisting of only the Roman capital letter “N” followed by the registration number. Existing aircraft operated solely within the United States could continue to display an airworthiness symbol until the first time such aircraft were recovered or refinished to an extent necessitating the reapplication of the identification marks. After December 31, 1950, all aircraft of United States registry operated outside of the United States were required to display identification marks consisting of the Roman capital letter “N” followed by the registration number.

Until December 31, 1960, the required location for display of nationality and identification marks for fixed- wing aircraft was the wing surfaces, and the vertical surface of either the tail or fuselage. Effective January 1, 1960, all fixed-wing aircraft were required to display identification marks on the vertical surfaces or either the tail or fuselage. Wing surface markings were no longer required.

Current standards for the display of nationality and registration identification marks on U.S. civil aircraft can be found in the Code of Federal Regulations, Title 14, Part 45, Subpart C.

Homebuilt Hours Up, Accident Rate Down

The growth of amateur-built aircraft and the continued decline in the fatal accident rate are among the information now available from the new EAA Report to Homebuilders, which is posted on http://www.eaa.org/news/2011/Report_Homebuilders2011_v5.pdf.

The four-page PDF document is a summary of data collected from FAA and NTSB sources, EAA’s increasing number of resources for aircraft builders, and other highlights of interest from EAA.

“There are also challenges to the homebuilt community,” EAA President Rod Hightower wrote in the report’s introduction. “Ensuring that the high standards of safety are maintained and enhanced must be a priority for all of us.”

With more than 32,000 amateur-built aircraft now on the FAA register, this segment of aviation has been the only area that has shown consistent growth over the past 15 years.

The Report to Homebuilders, which will likely be further expanded in future years with additional information, EAA officials said, is also part of EAA’s continuing effort to maintain an accurate database for the benefits of the homebuilt community and all of GA.

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Cromwell Dixon Float Named Grand Champion



The 88th annual Vigilante Day Parade, one of Helena's longest lasting and most celebrated traditions was held on Friday, May 6. The inaugural parade, which was the brainchild of Helena High principal A.J. Roberts, first took place in 1924. This year's Grand Champion float winner was "Cromwell Dixon: First to Cross the Continental Divide" (in Famous People category) — the students that worked on this project were Sidney Wilhelm, Devin Carpenter, William Reichert, Aaron Rose, Kennedy Smith. Sidney who piloted the plane is the daughter of MDT Aeronautics employee Ken Wilhelm. Congratulations to all for a job well done.

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. MDT produces 1,950 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$760. This includes \$480 for postage.