

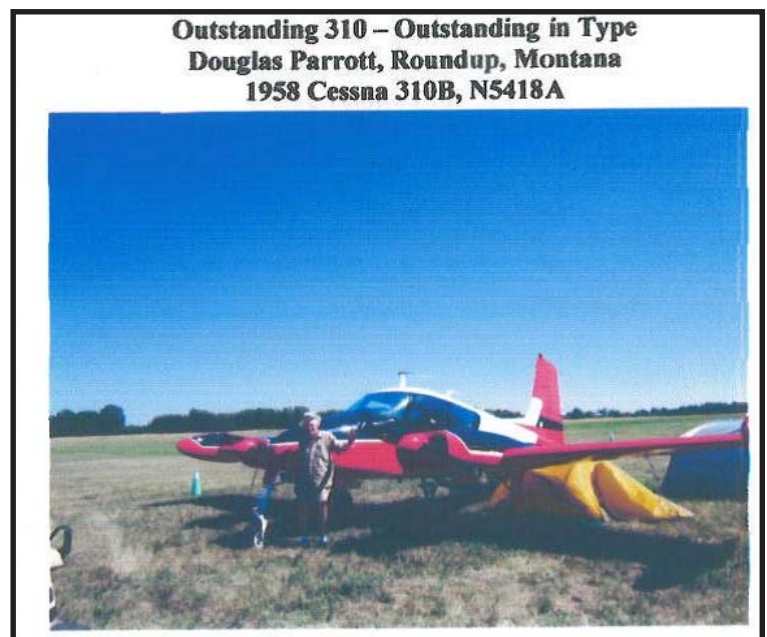


## Montana Airplane Wins award at Airventure Oshkosh 2011

Doug Parrott of Roundup won the Contemporary Outstanding Cessna 310, at Oshkosh this summer for his Cessna 310B. This aircraft was previously owned by Denny Lynch of Billings. After Denny sold Lynch Flying Service in Billings, he kept the 310 that had been used as a trainer. Many pilots in the Billings area received their multi-engine training in this aircraft. Denny researched the original N number and 1958 color schemes for the 310B, and then had it painted in the original color scheme and had the interior completely redone. Denny flew the airplane to the Reno Air Races, and wanted to fly it to Oshkosh. Unfortunately, Denny passed away before he could take it to Oshkosh. Doug bought the airplane from the Lynch family. He has flown it to Oshkosh three times. He entered it in the competition this year and it was a WINNER! Denny's family is very proud, as is Doug. Congratulations to you all!

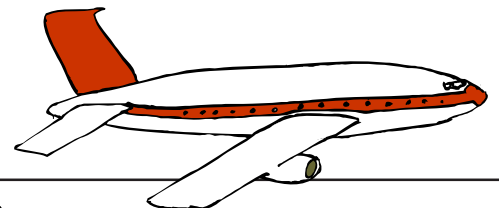


Doug's Award!



**Outstanding 310 – Outstanding in Type  
Douglas Parrott, Roundup, Montana  
1958 Cessna 310B, N5418A**

Doug in front of airplane at Oshkosh. Doug and sons Don and Jeff and grandson Teagan all flew to Oshkosh in the 310 and set up camp beside it - a great adventure!



## Are you a good communicator?

Good radio communication skills are one of those essential items in your pilot's toolkit, especially in today's airspace. They reduce your stress level and give you confidence behind the yoke, and knowing how to speak on the radio is equally important as what you say. Test your knowledge of radio communication with this safety quiz from the Air Safety Institute [http://www.aopa.org/asf/asquiz/2011/110624radiocomm2011/index.html?WT.mc\\_id=&wtmcid;&WT.mc\\_sect=ftn](http://www.aopa.org/asf/asquiz/2011/110624radiocomm2011/index.html?WT.mc_id=&wtmcid;&WT.mc_sect=ftn) and start conquering "mic fright."

# Administrator's Column

**Rick Griffith Retires:** Bert Mooney Airport Director Rick Griffith recently retired after 23 years of service. Rick's involvement with the Montana Airport Managers Association, the American Association of Airport Executives, the Northwest Chapter of the Association and other state and national organization has earned him a high degree of respect in the aviation community. Rick has held offices and committee position with several of these organizations. He was committed on the state level to his work as the legislative chairman for airports. His tireless efforts, wisdom and recommendations served the industry well. Rick continues to serve as a Montana Department of Transportation Commissioner. We wish Rick and his wife Kathy well in retirement and know that they will be spending quality time taking care of their four granddaughters and relaxing at their cabin on Georgetown Lake. We will miss you Rick!

**“Actively Engaged” clarified:** The FAA has clarified the term “actively engaged” with regards to those applying for and renewing an inspection authorization (IA). Current regulations state that an IA must be actively engaged in maintaining aircraft for a two-year period before obtaining or renewing an IA. The new policy notice addresses the confusion caused by the term “actively engaged” and has broadened its application to cover IAs providing maintenance in rural areas, and those offering specialized expertise with rare or vintage aircraft. The definition also recognizes part-time employment and occasional activity, which does not require employment and may occur on an infrequent basis, valuing the substantive nature of experience rather than a strict quantity formula. The policy becomes effective with the next inspector renewal cycle in March 2013 to allow IAs and aviation safety inspectors adequate time to participate in the required activity. The new notice of policy is available on the Federal Register at: <http://www.gpo.gov/fdsys/pkg/FR-2011-08-04/pdf/2011-19741.pdf>

**Airstrips protected:** In a recent ruling, a federal judge ruled in favor of both the Bureau of Land Management (BLM) and the Recreational Aviation Foundation (RAF) in response to a 2009 lawsuit brought against the agency by the Montana Wilderness Society and Western Watersheds Project. In his ruling, U.S. District Judge Sam Haddon said the BLM's management plan for the 377,356-acre Upper Missouri River Breaks National Monument “strikes the right balance between protection and recreation.” The RAF, with support from the Montana Pilots Association, joined with the BLM in defense of the suit because six permitted airstrips within the Monument would have been reconsidered for possible closure. Specifically referring to the airstrips within the Monument, the judge ruled that the BLM took a “middle ground” by only approving six of the then existing 10 airstrips and imposing a seasonal closure on one of the six. Great news.

**Firefighting equipment being tested:** The red-tailed jet flying low over the Missoula Valley could be the look of the future for Neptune Aviation's firefighting bomber fleet. The aircraft is a jet-propelled BAe-146 with a big “40” on the tail. The plane is still in the “R & D” phase and has been dropping fire retardant on the company's test grid at the south end of Missoula International Airport's property west of town. The jet is under consideration to join Neptune Aviation's fleet of nine P2-V bombers. Those Korean War-vintage planes have been the mainstay of Neptune's firefighting service and make up nearly half the U.S. Forest Service's nationwide heavy tanker supply. All those planes are fighting fires in Texas, Utah, Colorado and Arizona. The BAe-146's four jet engines are three times as quiet as the P2V's turboprops. The plane can also carry a larger payload of fire retardant and has more modern equipment and construction. The U.S. Forest Service hasn't certified a new plane to its bomber fleet since the late 1980s.



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# Calendar of Events

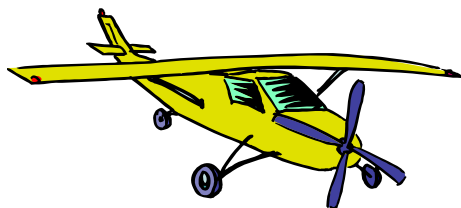
**October 1, 2011** – Cromwell Dixon Centennial Celebration. Aeronautics Building, 2630 Airport Road, 8:00 a.m. - noon. WEATHER PERMITTING, Helena Chapter 344 of the Experimental Aircraft Association will provide a pancake breakfast and free flights for youth 8-17 over the Dixon landing site in Blossburg. There will be a display of antique and modern aircraft including Sidney Wilhelm's prize-winning model *Little Hummingbird*. UM Helena's aircraft maintenance hangar will open as will Paul Gordon's aircraft restoration hangar at 2890 Airport Road, and people can view the 1911 memorial to Cromwell Dixon from the people of Helena installed in Morrison Park. Helena Flying Tigers, ham radio operators, and the airport firefighter unit are invited. A high school jazz band is invited to play Joplin, Berlin and other 1911 music. Cromwell Dixon-related merchandise will be available and a famous aviatrix from the last century might even make a surprise visit! Saturday events are sponsored by Helena Chapter 344 of the Experimental Aircraft Association and hosted by MDT Aeronautics and the Helena Regional Airport. For further information contact Bob Little (406) 459-0132.

**January 13 – 15, 2012** – Winter Survival Clinic, Kalispell. A big fear of all pilots is spending a wet, cold night out in the woods after surviving an emergency landing. Winter survival techniques will be taught, which include winter shelters, emergency medical and fire starting techniques. The program will give applicants the option of building and spending the night in a survival hut or staying in a warm bunk house at the program site. Being prepared is the key to survival. Registration forms will be mailed out later this month. For more information contact David Hoerner at (406) 444-9568 or [dhoerner@mt.gov](mailto:dhoerner@mt.gov) or Kelly Dimick (406) 444-2506 or [kdimick@mt.gov](mailto:kdimick@mt.gov).

**January 25 & 26, 2012** – Aeronautics Board Meeting Loan & Grant Allocations, Helena. For further information contact Patty Kautz [pkautz@mt.gov](mailto:pkautz@mt.gov) or (406) 444-9580.

**February 10 & 11, 2012**- Flight Instructor Refresher Clinic, Helena. Instructors are the heart and soul of aviation; pilots wouldn't exist without an Instructor to teach them what they know. For more information contact David Hoerner at (406) 9568 or email [dhoerner@mt.gov](mailto:dhoerner@mt.gov) or Kelly Dimick at (406) 444-2506 or [kdimick@mt.gov](mailto:kdimick@mt.gov).

**March 1-3, 2012** – Montana Aviation Conference. Gran Tree and Holiday Inn, Bozeman. For further information contact Patty Kautz [pkautz@mt.gov](mailto:pkautz@mt.gov) or (406) 444-9580.



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.

## Hoerner's Corner

### Attention Montana Pilots

We are in a state of emergency. This year's rash of aircraft accidents is becoming way too common. In the last six months we've had Gliders, Super-cubs, Airplane and Helicopter trainers, Sprayers and Twin Engine Airplanes involved in wrecks with some fatal results.

Statistics show that the pilots involved are low-time pilots, high-time instructors, high-time older pilots and middle-aged commercial pilots. Wrecking an aircraft can happen to anyone. As we have seen this year, having thousands of flight hours doesn't mean you're immune. Being an instructor or commercial pilot doesn't mean you're safe.

We all need to pull back on the reins, slow down and reexamine what we are doing. No one wants to be included in the list of fellow pilots that are gone. Fly higher, perform better pre-flight inspections, file flight plans, fly closer to possible landing areas and make good sound decisions. Force yourself to perform all phases of flight with the utmost care and safety.

Be the best you can be and hopefully we can get past the rest of this year and years in the future accident free.

David J. Hoerner

Chief Pilot



# In Memory

## Richard “Dick” Johnson



Richard “Dick” F. Johnson died Monday, Aug. 15, 2011, in Butte, Montana.

Dick was born to William and Amelia (Malbon) Johnson on Aug. 11, 1950, in Janesville, Wis. He married Marcia Kirkeby June 11, 1977.

Dick graduated from Janesville Craig High School in 1969. He earned associate degrees in landscaping and civil highway technology at Madison Area Technical College (Wisconsin), and bachelor degrees and master’s degrees in both industrial education and mechanical engineering (University of Wisconsin-Stout and Montana Tech). Dick began teaching at Montana Tech in 1981 and at the time of his death was department head of general engineering. During his 30 years in Butte, Dick served on many boards dedicated to improving the community and aviation.

Second only to his love for his family was Dick’s passion for flying. He gained his private pilot’s license in 1976, and then went on to attain his instrument, commercial, CFI, CFII, multi-engine, ATP, and multi-engine instructor ratings. He was the owner/operator of Coyote Air and co-owner/operator of JJ Aviation, through which he provided flight instruction, contract services for the U.S. Forest Service and Montana Power/ NorthWestern Energy, flew air ambulance, and flew charters. He built two airplanes and a hang glider, and when he wasn’t actually in a plane, liked to operate radio-controlled airplanes.

When Dick wasn’t busy working, he was busy having fun with Marcia and their son, Nick (Estefania), snorkeling, scuba diving, rafting, riding Harleys and eyeing vintage cars and boats. When he would agree to sit down, he liked to study history or have a drink or even two (“Life’s too short to drink cheap beer.”) with friends and relatives.

Dick’s enthusiasm for life, his boundless curiosity and energy, his pull and his push, will be deeply missed by all those lucky enough to have been touched by his presence.

Along with Marcia, Nick, and Estefania, Dick is survived by his sister, Nan, and brother, Dave (Patti), their children, and many, many friends.

Originally appeared in *The Montana Standard* August 18, 2011.

## Justin Wayne Robbe



Justin Wayne Robbe earned an eternal set of wings Monday morning, Aug. 15, 2011, west of Butte.

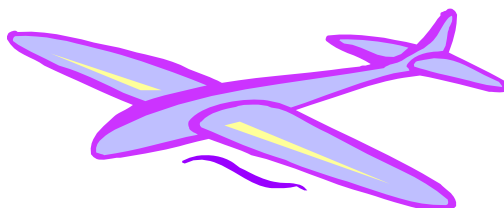
He was born in Butte Sept. 16, 1991, the only child of Clyde and Margaret (Weiss) Robbe. Justin attended the Hillcrest School, East Junior High and Butte High where he played on the varsity tennis team and graduated as valedictorian in 2010.

He was a sophomore honor student at Montana State University in Bozeman where he was majoring in mechanical engineering with an emphasis on aerospace technology. He participated in 4-H for 13 years having served two terms as president of the Confederate 4-H. He was the leader of photography and archery projects in 4-H. Justin placed eighth in the 3rd event and 10th in the nationals on the National Compound Archery Team in 2009. He competed in the Team America Rocket Challenge in Virginia and was working on his private pilot license. Justin was also a fan of the Seattle Mariners and the Miami Dolphins.

He is survived by his parents, Clyde and Margaret Robbe of Butte; aunts and uncles, Debbie and Donald Kaufman of Spokane, Mark Robbe of Spokane, Greg and Vicki Robbe of Spokane, Edward Weiss of Battleground, Wash., Ronald and Gretchen Weiss of Spokane, Kathleen and Martin Mohr of Park City, Mont., Shirley Weiss of Helena, Thomas Weiss of Helena, Mark and Jeanne Weiss of Spokane; numerous cousins; and his beloved furry friends, Willow and Tika.

He is preceded in death by his grandparents, Wayne and Naomi Robbe and Edward and Jean Weiss, and an aunt, Jean Bolduc.

Originally appeared in *The Montana Standard* August 18, 2011.



## Chad Hunter Cyrus



Chad Hunter Cyrus was born November 21, 1971 and died in a fatal airplane crash on August 18, 2011. Chad was the son of James Michael Cyrus, formerly of Arlee, MT (now living in Panama) and Sunnie (Roxie) Shea, formerly of Ravalli, MT (now living in Portland, Oregon). Chad was the Founder/Principal of Big Sky Wildlife Consultants, an avid lifelong Falconer and a Licensed Commercial Pilot with over 3300 hours of flight time. Chad grew up on a ranch in the Valley Creek Area near Arlee, MT. As a child, Chad can be remembered riding his beloved pony and playing with his dogs. In his early teens, Chad discovered his lifelong passion of Falconry and capturing, handling and training birds of prey. In 1990, Chad graduated from Arlee High School, where he was a star athlete in football, basketball and track. After a brief time at the University of Montana in Missoula, Chad moved to Dillon and attended Western Montana College,

graduating in December 1998 with a degree in Secondary Education and a minor in Wildlife Biology. While in both high school and college, Chad pursued his passion of Falconry and mastered the art-form of exquisite, hand crafted falcon hoods, which he later developed into a successful business called Cyrus Hoods. After college, Chad began his teaching career and moved to Alaska. He spent six years teaching, hunting and fishing in Kenai and Kotzebue. While living in Alaska, Chad learned to fly airplanes and become a highly-skilled licensed pilot. In 2003, Chad returned to Montana to teach at the Pine Hills Correctional Facility in Miles City. Soon the birds of prey and his love of wildlife began to take precedence in Chad's life. When he returned to Miles City, Chad was inspired to turn his passion into a career and founded Big Sky Wildlife Consultants where he continued his work and study of birds of prey. He ventured to Greenland and Northern Alaska to capture and band wild falcons for the National Peregrine Fund. Chad also served as President of the Montana Falconer's Association and was a recognized authority on birds of prey, sage-grouse and sharp-tail grouse as well as many other wildlife species. His experience, skills and expertise garnered him many state and federal contracts. In his final moments, Chad was doing what he greatly loved. He was flying and surveying prairie dog towns north of Forsyth for Montana FW&P with his business partner and close friend, Randy Schwartz. Chad had many dear and valued friends that played a vital role in his life. He enjoyed numerous adventures hunting, fishing, flying and falconry with his beloved friends and family. Chad was an incredible man who lived an extraordinary life. He had a tremendous sense of adventure and lived his life to the fullest. His energy, knowledge and zest for life will be missed by everyone he touched in his short 40 years. Chad is survived by his parents, his loving family and his beloved English Setters, Puppa and Rita.

Originally appeared at [www.stevensonandsons.com](http://www.stevensonandsons.com).

## Randy Schwartz



Randy C. Schwartz, a decorated war veteran, of Miles City passed away Thursday, August 18, 2011, at the age of 43 as a result of injuries from a plane crash near Forsyth, MT.

Randy was born on August 16, 1968 in Quesnel, British Columbia, Canada to Bruce and Sylvia (Morey) Schwartz. While growing up on his family farm north of Terry, MT, Randy always had an interest in technology and flight.

After graduating high school in Terry in 1986, he entered a 22 year long adventure with the U.S. Navy where he was a helicopter tactical sensor operator and rescue swimmer. He received a master training specialist certificate and graduated from the Top Gun Seahawk Weapons and Tactics School. During this time, he was reacquainted with an old classmate, Roxie. They fell in love and completed their family by marrying on April 26, 2002.

Randy finished his career with the Navy as the Command Senior Enlisted Leader at the Helicopter Maritime Strike Weapons School Pacific in San Diego, California. He then took a position with General Atomics of San Diego where he conducted quality assurance test flights and evaluations prior to delivery of these systems to the Department of Defense. He was loaned out as a civilian contractor to the U.S. Air Force where he instructed pilots and aircrews how to use 3 dimensional radar, data-link, GPS, and high definition optical camera systems. The family lived in San Diego until July 2008 when they moved back to Miles City. With all the years of school, training, and instructing technology, Randy looked forward to providing a wide array of services to Eastern Montana businesses and individuals. Randy was able to put his skills to work by starting Eye In The Sky Photography and Computer Services along with [surfmilescity.com](http://surfmilescity.com).

Randy was a man of honesty and integrity who prided himself on being the best man that he could be. He was the kind of person who always did the right thing 100% of the time. He always ensured everyone around him was fully taken care of no matter the sacrifice he had to make.

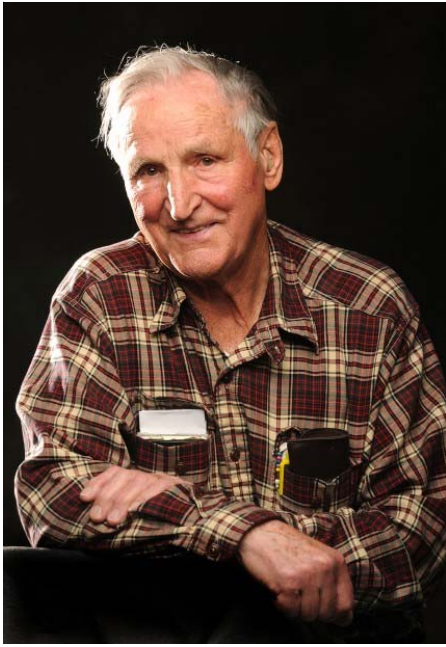
Randy is survived by his wife Roxie Schwartz of Miles City; his children: Chelsee Kalfell and her fiancé Drew Phalen, Hayden Kalfell (Amanda Askin) all of Miles City, Brent Schwartz of Owatonna, MN, and Morgan Kalfell also of Miles City; his father Bruce and Cleo "Mum" Schwartz of Canada; his sister: Tracy Quast and nieces Sheradyn and Fallon Quast all of Canada; his grandchildren: Brylee and Rylan of Miles City, along with numerous uncles, aunts, cousins and many friends.

He was preceded in death by his mother Sylvia Morey and grandparents Fred and Barb (Hess) Schwartz.

Originally appeared at [www.stevensonandsons.com](http://www.stevensonandsons.com).

# Miles City veteran Frank Stoltz remembers Black Death March

By: Tom Lutey, Billings Gazette Staff, originally appeared in the Billings Gazette, May 30, 2011, reprinted with permission



*Photo by: Larry Mayer/Gazette Staff. Aviator Frank Stoltz, of Miles City, spent the remainder of World War II in a German prisoner of war camp after being shot down.*

The phrase “death march” in the context of World War II is synonymous with Bataan, the 60-mile forced march of sick and starving American and Philippine war prisoners, thousands of whom died.

But there was another march, an 86-day, 600-miler across Poland at war’s end that had 10,000 poorly dressed, malnourished prisoners of war living on roadside dandelions and battling frostbite as their German escorts raced to keep the captives hidden from the advancing Russian Army.

The Black Death March, the one Frank Stoltz survived, never took root in the American annals, maybe because the war’s end literally stopped it in its tracks, or because veterans like Stoltz said nothing of it for nearly 50 years.

The 87-year-old Miles City auto body repairman packed all reminders of his experience into a box when he returned home from the war and got on with life.

“I didn’t talk about it until 1991, the Gulf War. One of our soldiers had been taken prisoner. The Miles City paper wanted a story,” Stoltz said. “I agreed, but later regretted it. I had friends who were upset when they found out. I had never told them.”

The years, and a few unsolicited awards of honor, have softened Stoltz’s reluctance to speak and freed his box of artifacts from the closet.

In 1944, Stoltz was barely 20, a backup pilot on a B-24 bomber that was short a full crew after losing men to flak while bombing targets in Germany. Stoltz’s job was to stand behind the pilot and co-pilot and jump for the controls, should anything happen.

He had seen more death and near misses than most men do in a lifetime. Flak was brutal on planes. The B-24’s hydraulics had been punctured on one mission, causing the fluid to leak out and the landing gear to fail, until the plane’s pilot got the notion of everyone urinating in the hydraulic reservoir to build up pressure so the wheels could be lowered into place. Knowing the fluid was certain to leak out, the men waited until the bomber reached the English Channel, then filled up the reservoir to avoid a crash.

Another time, the gear had to be lowered by hand as the beleaguered warplane and its mostly 20-something crew limped home.

In 1944, Stoltz’s luck ran out. Still over Germany, returning from a bombing run, the B-24 was attacked by German fighter planes. The fighters went right for the chink in the B-24’s armor, a section near the tail of the plane that had open doors on two sides and an escape hatch in the floor. The openings left little plane to withstand a direct hit, and the Germans would aim their cannons for the section, firing away until the B-24’s tail ripped off.

The tail separated, with the B-24’s rear gunner still in its belly. The bomber went into a death spiral with extreme centrifugal force.

“It started to go all different ways,” Stoltz recalled.

The spin slammed Stoltz against the side of the bomber, crushing his ribs and bursting the air from his lungs as the ground got ever closer. “After I got to my senses, I strapped in and jumped. I think I came out the back end. I think I did. I’m not sure.”

The co-pilot didn’t make it. The crew assumed he was shot in the B-24 and never bailed out. The rest of the crew survived, including the tail gunner, who evaded capture for days. Stoltz was quickly caught. Unable to stand, he landed a few yards from an elite Nazi storm trooper compound. The soldiers sent out a town car to pick him up.

“We were right by the SS camp. My ribs were broken. I didn’t think I could stand up. I couldn’t even breathe,” Stoltz said.

The Nazis had an old civilian man in their car. The man got out and attacked Stoltz with a staff, cursing him for bombing Germany. Stoltz still bears the scar of that attack on his forehead.

The Nazi’s shipped Stoltz to Poland to Stalag Luft IV, a prisoner-of-war camp reserved for Allied flight crews. There were 10,000 Allied flyboys at the prison. They were mostly malnourished because the treatment wasn’t good, and as the war dragged on and Germany ran out of resources, prisoner care worsened.

Stoltz wasted down to 120 pounds from his healthy weight of 175. Prisoners weren’t certain they would live to be freed. The guards were decent, but the German civilians that worked at the prison camp were brutal. Medical care wasn’t that good.

The prisoners got cigarettes from the Red Cross, and each man would write the dog tag information of his bunk mates on the back of his finished Camel or Lucky Strike wrappers. Stoltz still has more than a dozen such wrappers. The prisoners vowed that if they made it out of camp alive, they would contact the families of the prisoners who did not.

*continued page 7*



## *Miles City veteran Frank Stoltz, continued*

At the camp, Stoltz became useful to guards because he could speak fluent German. He grew up in rural North Dakota, where German immigrants used the language so regularly that their children weren't exposed to English until grade school.

His skill became useful when Germans decided to relocate their captives from Poland to Germany to avoid the Russian Army.

The Russians had advanced so close to Stalag Luft IV that their artillery shells sailed over the camp. With 10,000 prisoners to move, the Germans resorted to marching the men to Germany.

On Feb. 6, 1945, Stoltz and about 6,000 other soldiers marched four abreast in groups of 250 or 300. It was one of the worst winters of the century, with 13-below-zero days and blizzards. They marched 12 to 24 miles a day, seeking refuge at night in barns or whatever other buildings they found.

The men had a method to prevent freezing to death, Stoltz said. They slept huddled together in groups of three, when one of the men on the outside became too cold, he moved to the middle of the huddle.

They scavenged for food along the road to survive. Sometimes they ate small animals, including rats. They ate potatoes and dandelions as well. When they could, Stoltz said, they would negotiate with a local farmer to pressure-cook the spuds, which is what farmers did to potatoes fed to livestock.

The number of soldiers who died on the long march is debatable. The U.S. Department of Veterans Affairs estimates that 3,500 Allied soldiers died in marches, the assumption being that many died on the winter marches at war's end.

Often prisoners died for lack of medical care, Stoltz said. One soldier in Stoltz's group came down with appendicitis.

The Germans had no doctor to help him, so he was left on the roadside, where he died.

The guards would try to steer the prisoners away from towns, where war-bitter German civilians were likely to attack the prisoners with bricks or rocks, Stoltz said. The Germans were beaten and angry at Allied forces for bombing their communities to rubble. Everywhere, there were signs that the war could be reaching an end.

Then one day as the prisoners hunkered down in a farm building, they thought they heard an American Jeep. Stoltz said they ran out and met an American officer being escorted by a German. He informed them that the war was over.

The German soldiers who were guarding the prisoners hid inside a farmhouse, where they tried to disguise themselves with civilian clothes. Stoltz informed the men that the war was over and the head guard handed Stoltz a German pistol and ammunition belt, informing the North Dakota boy that he was now in charge.

Stoltz let the Germans go and then led the prisoners to the nearest U.S. outpost. There, he ate a half-loaf of white American bread, which he immediately vomited because of his malnutrition. He wouldn't eat solid food again for weeks as he lived on a doctor-prescribed eggnog diet.

Stoltz returned home to Miles City, where his mom relocated for work. He kept the belt, pistol and ammunition the Germans gave him, along with his mess spoon and fork from Stalag Luft IV.

Only after the French tracked Stoltz down in Miles City to honor his service did the box of World War II artifacts come out for good.

## *Maintenance at State Airports*

New metal security gates have been installed at both the Lavina and Ryegate airport entrance roads. These gates are meant to control access to the airports, keeping non-aviation access to a minimum. Locks and chains were attached to both gates with signs on the gates explaining how to open the combination locks. These will be very clear to any pilot. The signs say "Use Emergency Frequency For Lock Combination, Keep Gate Closed And Locked." The combination is 1215. You will see this same set up on many of our State-owned airports.

We removed the old existing rotating beacon on the Browning airport. This beacon, which has been in service for at least 30 years, is still in working order and will be used by the Richey airport. The new beacon is made by a company called Hali-Brite, and uses two 150 watt metal-halide lamps, belt driven, and has mercury switches to transfer the power to the lamps. The old ALNACO beacon had two 1000 watt quartz lamps, is gear driven and used carbon brushes and copper slip rings to transfer power to the lamps. The new beacon should pay for itself over the years just in maintenance and electrical savings costs alone. Let us know how it looks as you make night approaches into Browning.



***The Browning airport had their rotating beacon (left) replaced with a newer rotating beacon (right).***



## *Reaction and Recovery from Stalls*

*By: David J. Hoerner, Safety & Education*

A **STALL**, being in a helicopter or airplane, brings remembrance of anxiety and apprehension to a student building time to get a pilot's license. The nose of the airplane drops toward the earth or the helicopter shakes as the nose rises with a tendency of the fuselage to roll uncontrollably to the left.

The two aircrafts stall characteristics are completely different. In the airplane, the stall happens at slow forward speed and in a helicopter the stall comes at high forward speed. In either case, the pilot must react and get the machine he or she is flying under control. The results of no reaction or the wrong reaction can put the crew and passengers in a life threatening event.

When the critical angle of attack is exceeded the airfoil of either machine stops producing lift. Slow or high forward speed is not really the factor. A pilot can experience an accelerated stall at high speed in an airplane if the critical angle of attack is exceeded. We can look back at airplane wrecks where the pilot was dive bombing a party and at the bottom of the dive pulled back heavily on the controls. The wings angle of attack was exceeded and the airplane reacted with an accelerated stall. The airplane plunged into the ground at high uncontrollable speed. The end result being deadly.

The difference of airflow over an advancing rotor blade and a retreating rotor blade in forward flight creates unequal lifting action throughout the disk of the helicopter. Enough forward speed and the retreating blade stalls because of lack of airflow over one side of the disk.

This retreating blade stall can happen at slower forward speed when the temperature is high; the helicopter is loaded heavy and the flown through extreme up or down drafts or unexpected turbulence.

The pilot's reaction and recovery should be quick and correct or the loss of control could be the results. In either case it's wise for pilots to remember that the aircraft that you have been flying is not your old trusted worthy friend. You mistreat this aircraft and fly it out of its safe flight realm and it could come out of the sky with catastrophic results.

Fly safe.