



Much Accomplished at Work Session

As the cold wind blew out of the northeast the volunteers at Spotted Bear Airstrip work session completed all the anticipated projects. Chuck Manning was the project leader and kept all volunteers busy.

The cones were moved to widen the landing zone which in turn made the dogleg turn at mid-field less apparent. The broken cones were replaced and Perry Brown rolled the surface to a hard pack.

The dirt was cleaned off the cement T on the southeast end and painted a bright yellow. The rocks that spell out Spotted Bear were painted white. The circle at mid field will be painted white in the near future.

The flag pole at the south end that had been knocked over by a truck was up-righted. New signs are in the works that advise motorists that the runway is for airplanes only.

We thank all the volunteers for the great day of work and appreciate all the help in getting the little back country runway into tip top condition. And special thanks to the Flathead Hangar of the Montana Pilots Association for providing a delicious barbecue lunch.

Thanks to all for a job well done.



Perry Brown (l) and Chuck Manning (r) were a few of the brave souls that showed up to battle the cold wind and not so lovely weather to get the work session accomplished at Spotted Bear.



The "Spotted Bear" rocks were given a fresh coat of paint and the "T" on the southeast end was painted a bright yellow making it easier for pilots to spot.



Administrator's Column

Proposed Park Airspace Restrictions: A provision in the Highway Reauthorization bill would expand the authority of the National Park Service to control aviation operations over national parks. If passed, Section 100301 of S. 1813, the Moving Ahead for Progress in the 21st Century Act, it would grant authority to the Park Service director to regulate commercial air tours above the parks and within a half mile of park borders and expand their ability to regulate airspace above the parks. Members of the U.S. House General Aviation Caucus are opposing the measure saying it would be a step backward in aviation safety, could effectively eliminate the air tour industry and should be rejected. The Aircraft Owners and Pilots Association (AOPA) has engaged with letters to the GA Caucus members and conferees, to read their comments go to: <http://download.aopa.org/advocacy/120523nps-alexander-amendment.pdf>

FAA Releases General Aviation Airports Reports: A new FAA study published in May divides our nation's 2,900+ public-use general aviation facilities into four new categories. The facilities, which include 2,903 airports, 10 heliports, and 39 seaplane bases, now will be labeled as national, regional, local, or basic. The categories reflect the current activity at the airport, such as the number and type of based aircraft, number of passenger boardings, and the type of flights: national airports give communities access to national and international markets; regional airports connect communities to statewide and interstate markets; local airports provide access to intrastate and interstate markets; and basic airports link communities with the national airport system and support general aviation activities. The report concludes that, "State and local governments will be encouraged to use the new categories to help guide future system and airport planning decisions." The study notes that GA airports are a "critical component" of the nation's air transportation system. "GA airports do more than relieve congestion at other airports, and in 2009 contributed \$38.8 billion to the economy," the FAA said. Close to 500 airports couldn't be assigned definitively to any of the categories and the FAA will begin work with airport sponsors and state aeronautic divisions to identify the activities these airports support, and how they serve the public interest. You can access the report at: http://www.faa.gov/airports/planning_capacity/ga_study/

Are you active-duty military? If so, The Aircraft Owners and Pilots Association (AOPA) is offering active-duty military a complimentary one-year membership in AOPA. In honor of Armed Forces Day and Memorial Day, the offer is designed to allow military members to take their love of aviation beyond their uniform and believes that whether you fly for the military or are a recreational flyer, AOPA has something for everyone.

Flight hours up, accidents down, in 2010: The number of general aviation accidents continued to decline in 2010, according to preliminary accident statistics provided by NTSB. It was also reported that a slight increase in GA flights hours resulted in a decrease in accidents per 100,000 flight hours. The Air Safety Institute has compiled a concise statistical summary of the GA accident record of 2010 and a preliminary tally of 2011 accidents. Analysis of the causes of the accidents is underway, but in the meantime more details on the aircraft, weather conditions, and pilot qualifications can be found at: <http://www.aopa.org/asf/publications/120516prelim-nall-summary.pdf>



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Calendar of Events

June 13-17 – MAAA HOP 2012; Seeley Lake, Superior, Sandpoint, Yakima, Hood River, Ontario, Nampa, Twin Bridges. For further information contact Dennis Mecklenburg at (406) 581-1377.

June 16-17 – Meadow Creek Work Session. For further information phone (406) 444-2506.

June 16-17 – Father's Day Fly In – 9th Annual Father's Day fly in. Static Display, games for kids, young eagle rides, potluck BBQ dinner, games for pilots, pancake breakfast, and so much more. For further information contact Kendra Horn at (406) 684-5335 or kendra@rubyvalleyaviation.com, or visit www.rubyvalleyaviation.com.

June 21-22 – Aviation Career Exploration (ACE) Academy for Montana students Grades 9-12 (ages 14-18). For further information contact Kelly Dimick at kdimick@mt.gov or Dave Hoerner at dhoerner@mt.gov or (406) 444-2506. Applications are available at www.mdt.mt.gov/aviation.

June 23 – Benchmark Work Session. For further information phone (406) 444-2506.

June 23 – Penn Stohr Field (Plains Airport) fly in breakfast, 8:00 a.m. to noon. For further information phone Randy Garrison at (406) 826-3605.

July 4 – Townsend 4th of July Fiesta Fly In breakfast, we feed you, don't fool you. For further information contact Neil Salmi at (406) 980-0544 or neilsalmi@yahoo.com.

July 7 – Del Bonita Work Session. For further information phone (406) 444-2506.

July 7 – 2nd Annual Big Sky Air Race. This is a Sport Air Racing League (SARL) sanctioned event. This will be an open course, 125 NM race consisting of several turn points which starts and ends at Three Forks. This event includes a fly in with food, music, landing and flour bombing competitions. For further information contact Kevin Danz at (406) 431-8009 or Kevin.Danz@gmail.com or Cody Folkvord at (406) 439-4179 or headwatersfs@gmail.com. More information is available at www.BigSkyAirwarce.com.

July 7 – Hamilton Airport Heritage Days. Pancake breakfast, static display aircraft and cars, warbirds, contests, and a whole lot of fun for the entire family. For further information contact Leland (406) 363-6471 or Dave (406) 360-3283.

July 20-22 – Schafer Meadows Work Session. For further information phone (406) 444-2506.

July 21-22 - Jim Bridger fly-in and celebration days. Pancake breakfast at Bridger airport from 7:00 a.m. to 9:00 a.m. the fly in is held in conjunction with Jim Bridger days that will be going on in the town of Bridger. For further information contact Merrill Pfeifer at (406) 662-5134.

July 22 – St. Ignatius (52S) EAA Young Eagles pancake breakfast/fly-in, 8:00 a.m. to noon. For further information phone Mike Keifler at (406) 544-2274.

July 27-29 – International aerobatic competition at Cut Bank International Airport. For further information phone Dave Ries at (406) 229-0376 or Roy Nollkamper (406) 450-1078.

August 2-4 – Montana Antique Aircraft Association (MAAA) annual Three Forks Fly-In. Flour bombing and spot landing contests. Free camping on the airport. For further information contact Pat Green at greenrrg@aol.com or Ken Flikkema at (406) 480-6207; Bob Green at (406) 539-7830 or Tim Linn at (406) 451-5897.

August 3-5 - "Splash In 2012" sponsored by the Glacier Pilots EAA Chapter 102 Kalispell. Seaplanes, music, a magic weekend for visiting aircraft, water or land. Contact Ry Keller at forestkeller@montanasky.us. Camping, food, and other activities; musicians and music fans contact Bill Montgomery at bill@stillwaterlanding.com

August 4 - Central Montana Hangar will host a work session at Russian Flat from 9:00 a.m. until finished. For further information contact Pete Smith at (406) 535-7979.

August 12 – Lions Club Drive In, Fly-In breakfast and Model Airplane Show at Hysham Airport beginning at 7:00 a.m.. For further information contact Bob Miller at (406) 342-5252.

August 17-19 – Montana Fun Weekend Car Show and Fly In, Cut Bank Airport. Friday night burnout contest and Lawn Chair Drive In movie. Show and shine for cars and aircraft on Saturday, bowling ball drops Saturday afternoon, \$500 price for direct hit; drag racing Saturday night. Cash awards for cars and planes with breakfast Saturday and Sunday mornings by Moose Lodge 334. Free camping on site, lots of tie down area, courtesy cards available. For further information, phone Roy Nollkamper at (406) 450-1078 or Dave Ries at (406) 229-0376.

OshKosh AirVenture Greatest Airshow on Earth

By Brian Carroll, Townsend

Call it what you will, if you are a true aviation fanatic, AirVenture is the place to be. I'm certain a bunch of Montana pilots will be riding their wings to the mecca of all aviation. When a person builds an airplane in their garage, it is a rite of passage to fly it to OshKosh, quite possibly the Airworthiness and Operating Limitations require it. My first AirVenture was in 2011, when I flew my recently completed RV-7.

Fast forward to May 2012, AirVenture was not on my flying calendar, due to finances. That was until I received an email from the EAA Homebuilders Community Manager, Chad Jensen.

Chad said they were in the planning stages for the 40th Anniversary Vans Aircraft Tribute parade during the opening day events on Monday July 23, 2012. They had a few RV's selected, but had not picked a RV-7 model. Someone, unknown to me, thought N155BK (I call her Aurora) would be a nice representative. So, he asked, would I be interested in being the RV-7 model representative?

I was floored at the request, what an honor to be selected as one of the nine RV's out of 7,700 flying examples. Yeah baby! We're going to OshKosh again.

So Montana will be front and center as part of the opening airshow. As a salute to Richard VanGrusven and Vans Aircraft, 1 of each model of RV will do a fly-by for 50,000 people to commemorate 40 years of Vans Aircraft. The Lead plane is RV-1 flown by Van himself. The RV-1 is the original prototype which started the whole process. It has been refurbished and is on an International Tour which ends at AirVenture 2012 where it will be turned over to the EAA Museum.

The RV Parade lineup includes: RV-1, Van; RV-3, Louise Hose; RV-4, Tony Spicer; RV-6, Chad Jensen in the EAA 6A; RV-7, Brian Carroll; RV-8, Paul Dye; RV-9, Van's Aircraft; RV-10, Van's Aircraft; RV-12, Eagles Nest.

I'll be practicing my spot landing and big grin for all the cameras and have an extra nice wax finish for display in Aeroshell Square. Life is good!



Brian's Vans RV-7 was selected to fly in at the opening day celebration at AirVenture 2012. Brian built his RV-7 in his garage in Townsend. He mostly flies around the local area, but also races N155BK in the Sport Air Racing League. Photo courtesy of Jo Hunter, futurshox.net.

AOPA President Craig Fuller Introduced to Back County Flying



Jeanne MacPherson recently had the privilege of introducing AOPA President Craig Fuller to Montana Back County flying. Jeanne's company Mountain Airdance specializes in mountain flying, emergency maneuvers and spin training. The day of flying was enjoyed by all!

Air Search and Rescue in Montana

By David J Hoerner, Safety & Education



The size of the state of Montana (147,460 square miles) and the diverse topography can make searching for a missing aircraft challenging. The high, rugged, and brushy mountains in the west that can hide an airplane forever and the high country north of Yellowstone are no places for an inexperienced pilot to be searching.

Recently, a group of boy scouts found an airplane that had been missing for twenty years.

Montana Aeronautics has the responsibility to establish, plan and conduct all aviation related search and rescues. We have created a unique program that is completely different than almost all the other states.

Most states depend on Civil Air Patrol to conduct their air searches. We at times also use Civil Air Patrol to help with high altitude radio communications and finding ELTs with a Becker device installed in all their aircrafts.

The Aeronautics Cessna 206 also has a Becker; this homing device makes it possible get the search airplane within a close vicinity of the activated ELT.

Our search and rescue program has 397 volunteer pilots and 241 aircrafts that are spread out around the state. The state has been divided into 14 search districts; in each district is a search coordinator and volunteer pilots. Usually, pilots only fly for searches in the district in which they live; this gives them knowledge of the local terrain.

The search coordinator usually knows the flying abilities of the pilots in his district, which gives him a better chance to find the down aircraft. A coordinator's nightmare would be looking for a pilot and observer that he sent out to search for a missing aircraft, so having qualified pilots is a must.

When a call comes in that an airplane is missing, there is a volunteer search coordinator, pilots and airplanes in the vicinity of the missing aircraft. We can't thank them enough for given up there time and assets to help their fellow man.

These volunteers and their locations make our reaction to a possible air search almost immediate. When an airplane is missing with possible life saving injuries, time is at a premium.

A search coordinator from Aeronautics will travel to the search location and help in the search process. The Air Force Rescue Training Center in Tyndall, Florida is a branch of the military that gathers information about missing aircrafts and pilots. The center directly ties on to the Federal Aviation Administration training alert system, which gathers Satellite Aided tracking information.

When a search has bogged down, getting a call from AFRCC with helpful information usually can bring life back into a search. We also get information or locations on cell phones that have directed search personnel to the area of the downed aircraft.

Montana Aeronautics conducts training programs to help pilots stay proficient in search and rescue techniques. The Mountain Pilot Search Clinic is held each fall and teaches mountain flying techniques, survival training and medical emergency procedures.

In the winter we conduct a survival program that is geared for winter conditions. Both programs help build confidence and education in the states search and rescue program.

If a pilot hasn't filed a flight plan or hasn't let anyone know where he is going and the aircrafts emergency locator transmitter malfunctioned while making an emergency landing, finding them can be next to impossible.

The importance of having a newer-style 406 emergency locator transmitter beacon, Personal Locator Beacon or Spot Tracker along on flights can't be stressed enough.

Over a thousand pilots that live in Montana haven't registered. By state law all pilots must register, this isn't just for the \$10.00 fee; the information provided gives a place to start a search.

The information on the registration form could save valuable time and possibly save lives. Without any information of direction and destination there is always the possibility that the aircraft, pilot and passengers well never be found.

Fly safe and be prepared.

Hoerner's Corner

What's in Your Survival Gear?

Every pilot should have survival gear along on each flight; this equipment could make the difference of surviving or not. What you bring along is an individual's preference and determines the degree of comfort desired.

With airplanes it's possible to bring bigger bags and more gear. But in helicopters, the weight and storage area is usually at a premium. More thought must go into bringing just the right survival gear that can keep the pilot and passenger warm and in good health until rescued.

There could be times when your survival gear isn't retrievable and what you're wearing is all that you will have available. That doesn't sound very inviting in a cold and snowy winter environment.

This brings up the question: do you wear a vest with survival gear stuffed in pockets or take the chance that you can grab the gear on the way out of the aircraft? These are questions that only you can answer.

Take a couple of minutes to think about what you would want in your survival gear if you're at a crash site with medical injuries, then add snow and below freezing temperatures, then add passengers with extreme injuries. In each case your survival gear contents will grow significantly.

Perry Brown, a game warden with Montana Fish, Wildlife and Parks has put together a personal survival bag with contents added from years of experience. His survival gear will fit into a fanny pack or in a survival vest. Having your survival gear on your person is wise. In an emergency the gear will come along with you.

This is what Perry's survival bag consists of: Deployment bag (fanny pack or vest); water purification tablets; small gear bag; Para cord (550 cord); flashlight and signal laser; knife sharpener and military can opener; weather proof matches; flint and steel; wax paper (fire starter); weather proof lighter; small bag for fire craft; trioxide fire starter; fire starter; first aid kit; 2 pocket flares, 2 railroad hand flares; metal cup; black electrical tape; flagging tap; duct tape; fishing supplies; pocket chain saw; bread wrappers for keeping feet dry; large garbage bag (keep moisture out); plastic survival poncho; hand warmers; emergency survival bag (crawl inside); candles; 1 can of camp heat (immediate heat); gloves; hat; freeze dried soups; film canister with cotton balls and Vaseline; knife (Leatherman type with pliers).

In addition having a Spot Tracker, Personnel Locator Beacon or hand held radio along would be a top priority and help assure a faster recovery.

Now is the time to plan for the future.



New General Aviation Scholarship Debuts

The National Air Transportation Foundation (NATF) now offers the \$2,500 Navigate Your Future scholarship, offered to a graduating high school student continuing his or her education in the general aviation industry.

The scholarship applicant must be a graduating high school student planning a career in the general aviation field and accepted into an aviation-related program at an accredited college or university.

The applicant must submit, along with his or her completed application, the letter of acceptance from the college or university and a personal statement discussing his or her general aviation career aspirations, education plan, flight training goals and two or more reasons why he or she should be chosen for this scholarship. Applications must be submitted no later than June 29.

The National Air Transportation Foundation is dedicated to promoting general aviation careers through the many scholarships offered, officials said. The NATF annually recognizes aviation enthusiasts and encourages development in the general aviation industry.

For more information: NATA.aero

Del Bonita Airport Gets New Fence

By Ken Wilhelm, Aeronautics Aircraft Mechanic



The Del Bonita International Airport (H28) got a new fence this spring. The old barbed wire fence running the entire length of the South side of the runway was in very poor condition. The airport was constructed in 1983 and since then numerous repairs have been made due to rotting posts and rusted wire. Mike Rogan, Aviation Support Officer and I spent a couple of days rolling up the old wire and pulling the old posts during our first trip at the beginning of May. We were able to get the corners and stretchers in during the same trip. Two weeks later Mike and I ponded posts and finished installing the new barbed wire. I thought six days of work to replace 5,000 feet of fencing was pretty good for a couple of aircraft mechanics.

For those visiting Del Bonita International Airport, U.S. Customs also has a new building for processing border crossings.



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Embry-Riddle Adds New Degree Programs

Embry-Riddle Aeronautical University will launch three new degree programs in the spring of 2013: Astronomy, Cyber Intelligence and Security, and Software Engineering with an emphasis in Cyber security.

“The new programs reflect our commitment to expanding the diversity of our programs and focusing on our commitment and vision to providing quality education,” said Dr. Frank Ayers, Prescott Executive Vice President and Chief Academic Officer. “We are especially pleased to offer two cyber security-specific programs that directly focus on a vital national security need.”

B.S. in Astronomy: This degree program leverages the experience of world-class faculty astronomers, and offers undergraduate students unlimited access to an on-campus optical observatory and radiotelescope array. The opportunity to study astronomy in the clear night sky of the Northern Arizona mountains, home of many of the nation’s best astronomical observatories, is a highlight of the program.

“This program is a testament to our focus on creating capable astronomers and researchers,” said Dr. Archie Dickey, Dean of the College of Arts and Sciences. “The growing demand for physicists, mathematicians and research analysts in the industry has enabled the university to broaden our educational programs and meet those demands.”

B.S. in Cyber Intelligence and Security: This degree program enhances Embry-Riddle’s Global Security and Intelligence Studies degree programs. Students will conduct hands-on learning in a state-of-the-art cybersecurity laboratory, learning how to protect vital national and corporate cyber resources. The program’s multi-track management approach offers tactical strategies, policies and counter-operational plans to collect, analyze, and protect military intelligence and personnel threats in a global environment.

“Cybersecurity is in every aspect of our daily lives,” said Dr. Richard Bloom, Associate Vice President for Academics.” Graduates of this program will be fully capable of protecting public and military personnel based on the state-of-the-art tools and technologies used in this program.”

B.S. in Software Engineering with emphasis in Cybersecurity: This degree program is designed to prepare students for careers developing and modifying large-scale software specializing in strengthening network security. Designing and building computer systems resistant to cyber attacks will be at the core of this program, which builds on the success of the university’s award-winning engineering tracks.

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Investing in Our Children's Future

By David J. Hoerner, Safety & Education

With the down turn in the economy new student pilot starts are in the decline. At the Montana Department of Transportation (MDT) Aeronautics Division we feel it is prudent to invest in our children's future. To accomplish this goal we provide opportunities for students to learn about aviation related programs.

Being a pilot is just one of the aviation related careers that are available. There are many other jobs available that are both rewarding and satisfying in Aviation/Aerospace fields.

Our goal is to introduce students to aviation related programs and hopefully spark an interest that can lead to a career in aviation.

Each year we sponsor an Art Contest where students send in drawings of aviation related items. This program is broken into three age groups and the winners and their families are flown to Helena for an awards ceremony.

They receive trophies and a tour of the Capital building, (this year presented by Debbie Alke, Aeronautics Administrator) and if the timing is right a visit with the Lieutenant Governor John Bohlinger.

We also sponsor an Aviation Career Academy where high school-aged students are offered two full days of aviation related programs. There are also schools in the state (located in Polson and Clancy) where aviation related programs are taught to students. In addition we will provide assistance in teaching and talking to students about aviation related programs.

These programs are great opportunities for our children and students to learn about available aviation careers. MDT Aeronautics Division feels these programs are worth the effort and worthwhile investment in our children's future.

