



## An Early Father's Day

By Pete Smith, Lewistown Pilot

As a father of three with the two oldest being college students I recently had a weekend no amount of planning and money could buy. Here is my story.

Daughter number one (Rebecca also a pilot) is a Wildlife Biology grad student at UM Missoula (MSO) and daughter number two (Rosie) is a business student at MSU Bozeman (BZN). Rosie has danced competitively or just for fun for the last 15 years, so when I found out she had a performance on campus at Bozeman on Saturday evening April 21st, I started making plans. Looking for an excuse to exercise our C180 and with my wife's encouragement I decided to fly to BZN and take in the event. The weather was forecast to be perfect all weekend with calm winds, clear skies, and temperatures in the mid-seventies. GTF TAF actually forecasted winds calm, which I have never seen before.

Midday Saturday, while checking the aviation weather, I realized that the entire weekend for the northwest region of the country was forecast to be spectacular, including light winds over the Rockies. Armed with this intel, I called Rebecca in MSO and asked if she was up to running the 33rd annual Ice Breaker race scheduled for Sunday in Great Falls (GTF). I bribed her with quality 180 time to and from GTF, so she enthusiastically agreed. Now I just needed to work on her sister Rosie! Prior to launching from home in Lewistown I called Rosie to file my flight plan and popped the Sunday race question. Again with the bribe that I would fly her to and from, and knowing that some high school friends would also be competing, she somewhat reluctantly agreed...perfect!

Saturday evening after a one-hour flight from LWT found me watching 22 performances from 4 dance clubs at the Black Box Theater on campus at MSU. It was about all a guy could take but Rosie was in at least 12 performances so it was tolerable (actually quite enjoyable). Afterwards I was able to hang with Rosie and her friends for some pizza and beer; I was even allowed to buy.

Sunday at 0800, we departed BZN for MSO and took a scenic aerial tour over Butte and Phillipsburg in the process. Rebecca was waiting when we taxied up to Minuteman Aviation so I hopped out, added the booster seat cushions to the left seat, loaded Rebecca and she taxied us out to RW29 via Gulf for an eastbound departure to GTF. We landed at GTF with just enough time to hail a cab and get registered for the first race at 1300. The final race started at 1400 with all three of us and 2,000 of our closest friends competing for the gold. Well, we did not end in the money, but did finish with respectable times.

By 1630 the prop was turning with Rebecca in the left seat as we retraced our route back to MSO, BZN and finally LWT. The sun had set with just a bit of fading light as I closed the hangar door. Eleven hundred miles and 85 gallons of avgas was a small price to pay for a day with my girls and we never even left the state! Life is good even with \$5.85/gal avgas!



*Pete and daughters Rebecca (left) and Rosie (right) at Ice Breaker race in Great Falls.*



*Pete and his girls enjoy some beautiful Montana scenery on their flight to Great Falls.*

# Administrator's Column

**Welcome Silver Airways:** On May 1<sup>st</sup>, an inaugural flight celebration was held at the Helena Regional Airport to celebrate the return of air service linking Helena and Billings. Silver Airways offers direct service twice daily Monday through Friday between the two cities. Silver currently offers service to Montana's seven eastern essential air service communities. The introductory fare between Helena and Billings for the month of May is \$75 one-way. Regular fares will be in effect beginning June 1 and begin at \$100 one-way with a 14-day advance purchase. Check out the schedule at [www.gosilver.com](http://www.gosilver.com).

**Lightspeed Aviation Foundation:** Has recognized a select group of deserving aviation non-profit organizations for grant funds in 2012. These groups are nominated by members of the aviation community. The Recreational Aviation Foundation (RAF) is one of twenty organizations selected to be in the running for this year's awards. The RAF was also nominated and selected as a recipient in 2011. As one of the five chosen organizations in 2011, the RAF received a \$10,000 grant from the Lightspeed Aviation Foundation. The organizations that receive the most support from pilots casting votes in its favor succeed. To vote please go to: <http://www.lightspeedaviationfoundation.org/content.cfm/Voting/Vote-Now>

**Medical information:** There are five common medical conditions that do not require your AME to defer to the FAA before granting a medical certification. They are: **asthma** that is uncomplicated and has not necessitated frequent emergency room or hospitalizations; diet-controlled diabetes mellitus; high blood pressure; a solitary kidney stone that has passed with no retained stones; uncomplicated peptic ulcer. If the FAA had to review all pilots with these conditions it would slow the FAA certification process down even more. As a result, your AME has permission to review the documentation for each of these conditions and grant medical certification if the evaluations and testing are within policy guidelines.

**Drone on:** The comment period has closed for those seeking input into the FAA's efforts to create six unmanned aircraft systems (UAS) test sites under a mandate from Congress. The FAA is will make a decision as how it will move forward by the end of the year. Comments from AOPA reminded the FAA that the creation of test sites must do no harm to other airspace users, and should tap the expertise of a rulemaking committee set up to aid the integration of unmanned aircraft into the National Airspace System. The FAA's request asked for specific comments on geographic, climatic, and management issues concerning unmanned aircraft system testing, as well as research priorities. A report released recently by FAA states drones are currently flying from 63 locations in 20 states with most being operated by the military, law enforcement agencies and the U.S. Border Patrol. Nineteen universities and colleges are performing research. Many questions still exist: what size UAVs are in use in the US; how many might be in the air at any given time; what altitudes are they flying at; what ability does a remote pilot of a drone have to see and avoid other aircraft; will this result in more restricted airspace. Development of these vehicles and their use will continue to be followed closely by many.



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# Calendar of Events

**May 26-28** – Spotted Bear Work Session. For further information phone (406) 444-2506.

**June 9** – Havre Airport Fly In Breakfast – Begins at 7:00 a.m. For further information contact Darren Heutis at (406) 945-1861 or [darren.huestis@nuwaveservices.com](mailto:darren.huestis@nuwaveservices.com).

**June 9** – 8th Annual Fly In at Lewistown Airport; 7:00 a.m. to noon. MPA sourdough pancake breakfast. Antique, Warbird, Experimental and Sport Airplanes. Held in conjunction with Central Montana Flywheelers Exhibition. For further information contact Jerry Moline at (406) 350-3264.

**June 12** – Aeronautics board teleconference meeting, 9:00 a.m. – 10:00 a.m. For further information phone (406) 444-2506.

**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](mailto:kendra@rubyvalleyaviation.com), or visit [www.rubyvalleyaviation.com](http://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](mailto:kdimick@mt.gov) or Dave Hoerner at [dhoerner@mt.gov](mailto:dhoerner@mt.gov) or (406) 444-2506. Applications are available at [www.mdt.mt.gov/aviation](http://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](mailto: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. This course 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](mailto:Kevin.Danz@gmail.com) or Cody Folkvord at (406) 439-4179 or [headwatersfs@gmail.com](mailto:headwatersfs@gmail.com). More information is available at [www.BigSkyAirwarce.com](http://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. 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](mailto: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](mailto:forestkeller@montanasky.us). Camping, food, and other activities, Musicians and music fans contact Bill Montgomery at [bill@stillwaterlanding.com](mailto:bill@stillwaterlanding.com)

**August 12** – Lions Club Drive In, Fly In breakfast Hysham Airport beginning at 7:00 a.m., Model Airplane Show. 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 prize 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.

# **Moose Stall**

*By David J. Hoerner, Safety & Education*

In the bottom of a steep sided narrow mountain valley stood the grizzly. From overhead and a half of a mile above, the bears dark appearance and enormous size gave the resemblance of a buffalo. Seeing a grizzly this size is a once in a life time event and the pilot couldn't resist the temptation to fly down over the canyon walls to get a better look and maybe a picture.

The wind shoved the Super-cub around as the back seat passenger dug in his back pack for his camera. Recording the sighting on film would show the flying abilities of the pilot and give bragging rights to the photographer.

The bear ran for cover as the airplane threatened close over his head. The pilot dove toward the bear and then pulled back on the control stick to level the fabric airplane and then slowed to picture taking speed.

With a 70-degree right bank the airplane circled around the bear in seconds. The big grizzly stopped, then stood up on his hind legs just out from the timber and stared up at his attacker.

This would give the pilot and passenger one chance to get that picture of a life time.

The airplane reacted gracefully to the input forces, giving the pilot misplaced security. The bear now stood 100 feet off the wingtip but as the airplane continued in the tight circle the wing covered up the standing bear.

Unless the pilot moved the wing immediately the picture opportunity would be lost. He could level the wings of the airplane, but then the bear would be lost behind the aircraft. Without thought the piloted add left or top rudder. The lower wing moved forward and the bear appeared behind the trailing edge of the wing. As the camera focused on the grizzly the airplane reacted to the misguided treatment. Without warning the left wing tucked and the right wing climbed.

The pilot froze as the nose dropped violently toward the ground and in one half revolution the airplane slammed into the ground taking two lives with the devastating wreck.

This scenario has played out hundreds of times and has been given the name "Moose Stall" or in Montana we might

call it a "Wolf Stall." Although in this story the Super-cub was the villain, this could happen in any airplane.

A pilot is circling at low altitude above an object on the ground with his/her attention focused on that object (instead of on flying the aircraft).

Airspeed is slow and bank is steep in an effort to stay in close proximity to the object and keep it in sight. There are different ways to get into a Moose Stall, but basically uncoordinated flight which causes adverse yaw creates unequal lifting action in the wings.

One wing stalls while the other still produces lift and intern creates a snap over roll rate that is unrecoverable below a couple of hundred feet and probably more like four hundred feet elevation above the terrain.

This condition can be complicated by winds frequently encountered close to abrupt terrain. A gust of wind could contribute to causing an inadvertent stall, or down drafts could exceed the airplane's climb performance in a turn. Flying back into the vortices left from previous circles can start the airplane into a roll.

The pilot's inattention, the abruptness of the stall, and the low altitude combine to give insufficient warning or time for recovery.

The stall is very subtle, but turns violent in seconds. The one statistic that is constant in a low level Moose stall is that all participants almost always die.

If you must look at an object on the ground, make an elongated oval pattern that doesn't put extra load on the wings. (Always keep the airplane in coordinator flight;) never let the speed get below 60 knots and pass over the object you want to look in straight and level flight.

Then continue climbing as you fly down the valley and turn back when you're at a safe altitude and gained enough airspeed to make a zero-g turn back.

Never get distracted from your job and responsibility of being the pilot.

## **Aviation Career Camp for High School Students**

Montana Department of Transportation Aeronautics Division is presenting a two-day aviation career program (ACE). The program will be based out of Helena, and will be held on June 21 & 22, 2012. Students in grades 9-12 that are interested in aviation are encouraged to attend.

The program will explore aviation with a field trip to the Aviation Museum, Neptune Aviation and the Forest Service Smoke Jumper Base in Missoula. The next day will be a field trip to Malmstrom AFB, with individual airplane flights (weather permitting), and exploration of aviation careers in the afternoon in Helena.

Cost for the aviation camp is \$130.00. Students will be provided with rooms at local motels or sponsored locations. For information call Kelly at (406) 444-2506 or David at (406) 444-9568

The Montana Pilots Association is offering to sponsor two students with the best written essay by paying for this year's tuition. Each student is required to write an essay on why they want to attend the ACE Program and winners will be chosen from these essays.

# Hoerner's Corner

Being able to live in the United States gives us freedoms that people in many other countries only dream about. We can go where we want in relative safety and basically have the ability to live to an old age with a degree of security and comfort.

To be able to live this journey we have a few boundaries (or for lack of better word regulations) that all have to observe. We must adhere to speeds while driving an automobile and we must file taxes each year. Forget to do one or exceed what is required and the law could be close behind.

Pilots are taught regulations from their very first flight. There are regulations or requirements that must met before a person can solo, before receiving a pilot's license, before flying in the clouds, or before every flight.

The Federal Aviation Administration publishes a 500-page book of regulations that is designed to keep the industry safer for pilots and aviation related businesses. The FAA's highest priority is safety and their best tool to assure that safety is met is by information provided or enforcement of regulations.

These regulations are always evolving to create higher standards, which promote a safer aviation environment. Recent advancements in FAA programs such as The FASST Team promotes and improves the nations aviation safety record by conveying safety principles and practices through training, outreach, and education programs.

The FAA's second most important job is to make sure that certification of pilots, charter operators and flight operations are completed to the standards set forth in the regulations. The required instruction and the certification process are demanding and promote a high standard of professional training.

Being certified isn't end-all. Pilots are required by the regulations to remain current with landings, night flying and instrument flying. Charter Operators must update their training with Pilots, Haz-mat, Drug and Operations programs yearly.

All these requirements demand a constant effort to maintain flight proficient and operations legal. Passengers can feel comfortable that when they charter a Certified Flight Operator the training and regulations that company adheres to make them the safest company that can be hired.

The third priority, and least favorite of the FAA, is enforcement. Regulations are broken, sometimes by accident and sometimes on purpose. The deviation from the regulation is investigated and, if found necessary, a request for information will be sent.

The person receiving the request has the option to call the FAA and explain what happened or has the right to seek legal advice. AOPA has a legal department that gives recommendations on what steps to take and an AOPA aviation attorney to contact.

The local FSDO office takes the recommendations from the Region on the steps to take on case-by-case basis. There are usually three different outcomes; (a warning notice, letter of correction, or no action.) A letter of correction explains the regulations that were broken and, if warranted, would levy a monetary fine, a suspension, or revocation of your certificate. They also can call for remedial flight training if a pilot is found unsafe in an aspect of flight.

If in doubt, ask for clarification on the regulation that was deviated from, and seek advice from a non-partial person that can give good aviation advice.

Remaining current and knowledgeable about the FAA regulation is mandatory and prudent. Your hard-earned certificates are at jeopardy if a rule is broken intentionally or unintentionally.

The local FAA office is available to answer any questions about the many regulations that form the safety of aviation in this country.

## In Memory of Daryl Maybee

Published in Helena *Independent Record* on May 6, 2012



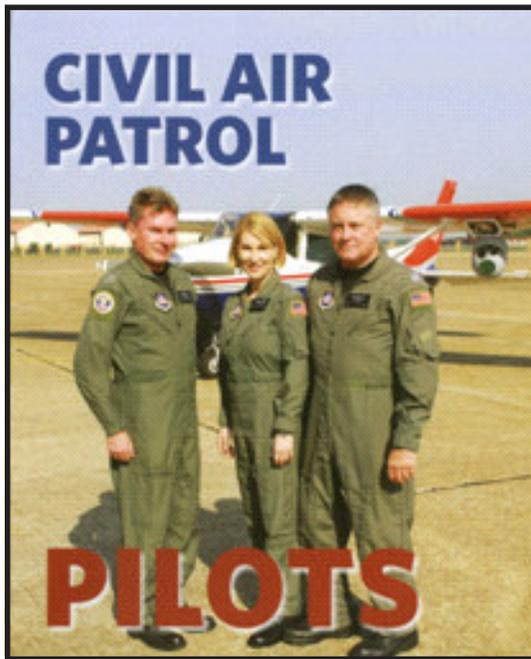
Daryl Loren Maybee entered his eternal home on April 19, 2012, due to complications from ALS.

He was born on Dec. 20, 1948, to Harold and Marjorie Maybee in San Bernardino, Calif.

He encountered a number of major health issues early in life, but still enjoyed singing, scuba diving, photography and flying. He graduated from San Geronio High School in Southern California in 1967 and later from the Helena College of Technology in 1987 with a certificate in aviation maintenance. That same year, he married Cheri DeVore in Helena. He taught aviation maintenance at HCT and later was employed by Horizon Airlines in Portland, Ore. He was active in the Royal Rangers boys program at Helena First Assembly and then at Mt. Hood Christian Center in Gresham, Ore. He became involved with Mission Aviation Fellowship as well. He was also a member of various RV groups and dreamed to travel with his family.

Daryl is survived by his wife, Cheri; daughter, Charla; mother, Marjorie; sisters, Judy Goodbar, Barbara Uzri, and Gail Briceno; daughter, Jennifer Bierlein; grandchildren, Ethan, Micah and Sophie Bierlein; plus several nieces and nephews.

# Montana CAP Looking to Recruit Pilots



Civil Air Patrol (CAP) owns the largest fleet of single-engine piston aircraft in the nation, primarily Cessna 172s and 182s, and CAP pilots are able to fly those planes to perform CAP missions in service to their local communities.

CAP pilots fly reconnaissance missions for homeland security, search and rescue, and disaster relief, as well as counter-drug operations at the request of local, state, or federal agencies. When not flying traditional emergency missions, qualified pilots fly orientation rides for Civil Air Patrol cadets, Reserve Officer Training Corp cadets, teachers and to maintain their own flying proficiency.

CAP aircraft are located in strategic locations throughout the nation to be readily available when missions arise. Not all CAP locations have an assigned aircraft; be sure to ask your local squadron about their flying opportunities.

If you do not meet the minimum qualifications to be a CAP Mission Pilot, you may be eligible to qualify as a CAP Transport Mission Pilot (TMP; see qualifications below). If you require more experience to become a CAP TMP, you are limited to checking out in the local aircraft and maintaining your personal and FAA currency at your own expense.

**The general qualifications to become a CAP pilot are:** be an active CAP member at least 17 years of age (16 years of age for CAP glider pilots); possess a valid FAA private, commercial, or airline transport pilot certificate; possess a class III or higher medical certificate (not required for gliders); possess a current flight review IAW FAR 61.56; satisfactorily complete a CAP flight check.

During authorized Emergency Services missions, CAP Transport Pilots may transport CAP members, ferry aircraft, fly “high bird” communication sorties, and transport parts or equipment for missions.

**Requirements to qualify as a TMP:** be at least 18 years of age; be a current and qualified CAP pilot in accordance with CAP Regulation 60-1; have at least 100 hours of PIC including at least 50 hours of cross-country flying; complete CAP’s General Emergency Services training requirements.

Upon qualifying as a CAP Pilot and attaining at least 175 hours of PIC, with 50 hours of cross-country, one can start training to become a SAR/DR Mission Pilot.

**Requirements to qualify as a SAR/DR MP:** Qualified Transport Mission Pilot; at least 200 hours pilot in command time and 50 hours of cross-country flying; Qualified Mission Scanner; complete all requirements listed in the most current version of the Aircrew and Flight Line Task Guide for Mission Pilot.

The time commitment required is dependent upon your individual situation and motivation. Most CAP squadrons meet an average of two hours each week, with a special/training activity one to two weekends a month.

In general, the vast majority of reimbursed mission flying is accomplished in CAP aircraft. There are a few opportunities for members to fly their own aircraft in support of CAP. If members fly missions authorized by the Air Force, they must sign a “Hold Harmless” agreement.

CAP members pay annual membership dues that vary by state you can find the dues for your state by contacting a local CAP squadron or by going to [www.cap-members.com/dues](http://www.cap-members.com/dues). You will also need to purchase any required uniform items.

Reimbursed flying is not available when first becoming qualified to fly in CAP. As a new member, you will be responsible for aircraft fuel and a flat maintenance rate per hour fee. This applies to the instructional flights one should have prior to taking the flight evaluation to become a CAP Pilot, the flight evaluation itself, and all flying after that until becoming mission qualified. Once qualified as a Transport Mission Pilot, you will be eligible for reimbursed flying during scheduled training and actual missions. This may not be enough flying to maintain FAA currency or personal proficiency so additional out of pocket expenses could be incurred to maintain proficiency. Other opportunities to participate in reimbursed flying occur when you qualify as a Search and Rescue/Disaster Relief (SAR/DR) Pilot or Cadet Orientation Pilot.

To join, your instrument currency is not an issue; however, once you qualify as a mission pilot it will be important to have your instrument rating current as some missions require an instrument rating.

In addition to your responsibilities as an aircrew member, most members train and serve the local squadron in one of the 27 specialties that it takes for each squadron to function. The main areas are divided into operations, logistics, communications, administration and marketing/public relation specialties. These are referred to as our Professional Development tracks. Also included in professional development are a series of courses in leadership and organizational management that prepare you for grand/rank promotions.

To learn more, visit [www.GoCivilAirPatrol](http://www.GoCivilAirPatrol).

# Be a Good Mountain Pilot

By David J. Hoerner, Safety & Education Bureau

Leaving the security of flatland and crossing into mountainous terrain creates added risk that all pilots should be aware of. If an engine emergency would happen, chances of making a landing without bending the airplane are remote.

The next issue is that you and your passengers are inside the airplane and the force of the impact dictates the degree of injuries. Aircraft are amazing machines that take turbulence or abrupt flying techniques without creating structural damage.

But aircraft are design to fly, not slam into the ground. The structural integrity and the safety it provides to occupants are minimal when hitting solid objects.

There are a few precautions a pilot should adhere to, to up the odds in his and his passengers favor.

1. **Fly as high as possible.** Remember the old saying, "Altitude is your friend". Altitude will give you more time to find a suitable landing location or be able to flight follow with center. Your high flying elevation might make it possible to make an emergency call that can be heard. It will also give added time to possibly find the cause of the emergency and fix the problem.
2. **Pick the safest routes** that will provide opportunities for emergency landing places. That few minutes of time and the aviation fuel you saved on a direct route means absolutely nothing if you can't make a survivable emergency landing.
3. **File a Flight Plan, have a Spot Tracker or Personnel Locator Beacon and a 406 or 121.5 Emergency Locator Beacon along.** If you do have to make a survivable emergency landing, being rescued quickly will be your next priority. Have a handheld radio along to call out for help.
4. **Commit and Admit** to yourself that you have an emergency situation and it is highly possible that you will be injured. Plan for the emergency landing early while you still have choices. The outcome and the degree of the impact rest totally on the pilot.
5. **Maintain control** of the situation all the way to touch down. Find the best survivable landing area and land at the slowest possible controllable airspeed.

**Don't get distracted** from your pilot duties of making good sound decisions. Being a good mountain pilot doesn't mean you have to fly when the weather is bad or when the wind makes flying almost impossible.

Regardless of the hours you've flown, a good mountain pilot will never fly beyond his abilities. If there is doubt as to the outcome of a mountain flight he'll wait for better conditions.

Flying around the mountains will be some of the most rewarding flights you will ever have. But flying around the mountains can also be the most unforgiving in times of an emergency.

Be selective when planning a flight into mountainous terrain. This is the time to make careful and prudent decisions.

## L.M. Clayton Airport Receives FAA Award



The L.M. Clayton Airport, Wolf Point, Montana, was the recipient of an FAA award at the recent Airports Conference held in Seattle, WA. The airport was recognized for the significant support and dedication in improving and maintaining the airport.

The City of Wolf Point and Roosevelt County began planning a substantial runway improvement project several years ago at the L.M. Clayton Airport, which is a Class III, Part 139 certificated, general aviation airport and received Essential Air Service to and from Billings. As with many airports its size, they have limited personnel and financial resources and rely on local fund and grants from the State of Montana and the FAA.

This \$5.15 million project was completed on schedule and resulted in an excellent product with improved smoothness and friction characteristics. During this time period, the airport was notified that funds were available to complete a Wildlife Hazard Assessment study. The sponsor quickly secured a consultant to successfully complete the assessment.

For many years Rick Isle, City of Wolf Point Public Works Director/Airport Manager, and Tom Romo, Assistant Airport Manager, have provided dedicated service and demonstrated an ongoing commitment to aviation safety and compliance. From mowing daily to the rigorous grind of snow and ice control, in the sometimes treacherous weather conditions, to the compliance with other FAA and TSA requirements, these individuals continue to have a strong passion to give their all and get the job done right. The residents of Wolf Point should be proud of the efforts of these individuals and all others that support, maintain, and operate the airport. *Pictured (l-r) are Pete Hahn, FAA; Rick Isle, Wolf Point and Dave Stelling, FAA.*

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**May, 2012**

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## ***Yellowstone Airport Set to Open***



The Yellowstone Airport (WYS) located in West Yellowstone Montana will soon be open for business. The airport will be open for commercial airline service from June 1 through September 30. Airline service is provided by SkyWest Airlines, which operates multiple daily flights from Salt Lake City. Due to a relatively light snow spring this year, the runway is nearly ready to be opened for general aviation operations. Yellowstone Aviation, the airport's FBO, is scheduled to be open for service starting Memorial Day weekend. There have been several changes to the airport in recent months; not least of all is advertisement for a new airport manager position after the departure of our previous manager, Don DeGraw. We expect to have a new manager in place at the airport by mid-June. In the meantime, long time operations employees Jeff Heaney and Tom Cherhoniak will have the facility in tip-top shape and will be ready to assist the traveling public in every way possible. For information about the airport, flying in and out, or airline operations, please call the airport at (406) 646-7631.