



Montana and the Sky



Laurel Fly-In

Two gorgeous days for flying were on tap at the first annual Laurel Fly-in. Aircraft from around the state attended the get-together that included everything from gyrocopters to warbirds. Not only were aircraft owners in attendance, but a large number of community residents were also on hand to enjoy the many different aircraft and spectacular flying. Parachutists were performing throughout the day and kept many onlookers eyeballing the sky. This was also the location for the Montana Pilot Association's annual fall fly-in. Many activities were planned for participants, beginning with a tasty breakfast put on by the local EAA chapter.

A traditional poker run from Laurel to Columbus to Red Lodge to Bridger and back to Laurel followed breakfast on Saturday. The first place prize of \$100 was awarded to a future MPA member, Gary Harem. Although there were no royal flushes this year, many participants had enough cards up their sleeves to produce winning hands. During the poker run, Gorvan LeDuc had a bit of a scare when his Ercoupe experienced an engine problem on takeoff at the Columbus Airport. But thanks to his experience and the help of some invaluable friends, everything turned out fine and Gorvan returned to the fly-in.

Static displays of antique and new automobiles from local car clubs and the Laurel Chevy dealer were on hand. To add to the excitement, the local Hot Rod Club brought out their muscle cars and amazed audiences by dragging their super machines up and down the taxiway while it was closed to aircraft. Alan Rickman even raced one



Laurel Airport

of them with his Super Cub—better luck next year, Alan!

For those who wanted to relax for awhile, Alan Bentley presented a slide show of his trip to Alaska, and folks from the control tower in Billings gave a presentation on their services available to area pilots.

Powered parachutes, sky diving and airplane rides entertained onlookers throughout the day. For those of us who couldn't stand to be on the ground all the time, there were opportunities to test our flying skills in the afternoon: flour bombings, spot landings and shortest takeoff contests were held.

On Saturday evening we were treated to a wonderful steak barbecue and potluck dinner, coordinated by Frank Felke. Many thanks to those who volunteered to help

with the night's feast, one of the best in memory. While good food and spirits were consumed, awards were given to recognized individuals and those lucky enough to hold a winning ticket. Prizes were donated by generous sponsors. Many thanks to all those companies and individuals who contributed.

The multi-talented Larry Larson and friends topped off the evening with some great fiddle playing and banjo picking and fly-in participants worked off the evening meal with dancing.

Congratulations and thanks to Jim Roberts, Gene Allard, Kent Potter and the folks at Northern Skies Aviation and the many, many volunteers in the Laurel community and area who treated us to a fun-filled, excellent flying event. See you next year!

Administrator's Column

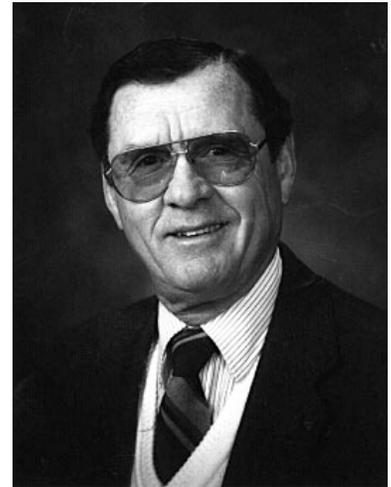
★ **FCC WANTS TO PREEMPT STATE/ LOCAL ZONING LAWS:** The Federal Communications Commission (FCC) has issued Notice of Proposed Rulemaking (NPRM) number FCC 97-296 which will allow it to preempt state or local zoning laws to facilitate rapid construction of new TV broadcast towers. This FCC action is spurred by enacted Congressional legislation to implement digital television service across the country. In Montana it is already bad enough that the FCC is only required to notify the FAA of their intent to construct broadcast towers and the FAA in turn notifies the Aeronautics Division for comment. Many times these notices arrive after construction has begun, although the FAA is doing a better job of sending us the notices in a timely fashion. Even with timely notices and objections by the Aeronautics Division and the FAA, the FCC can, and at times will, approve hazardous tower construction anyway. The only way to stop such construction in Montana is through local zoning laws. Broadcast businesses want FCC action (approval) to be required within 21-45 days for requests to construct or relocate towers and just 30 days to increase the height of towers. The Aircraft Owners and Pilots Association (AOPA) warned that the FCC proposal "creates a fundamental conflict of interest within the federal government. One agency, FAA, establishes obstruction standards to protect the flying public and encourages local governments to enforce those standards through zoning regulations. But another agency, FCC, proposes a rule that would permit broadcasters to bypass those regulations protecting the nation's airspace." The AOPA feels that if this NPRM is approved it could pose a serious threat to aviation safety. AOPA senior vice president Tom Chapman, further stated "This proposal rides roughshod over local zoning that protects the flying public and the value of an airport, it's not worth sacrificing public safety for additional channels and a better TV picture." Chapman said that DTV construction alone could result in hundreds of new towers 1,000 to 2,000 feet tall. Comments on this FCC NPRM FCC 97-296 are due October 30, 1997. Write to FCC Docket 97-296, FCC Dockets Branch,

Room 239, 1919 M St. NW, Washington, D.C. 20037.

★ **FAA ADMITS VIOLATING RFA LAW IN GRAND CANYON RESTRICTIONS:** The U.S. Small Business Administration (SBA) has agreed to NOT file a friend-of-the-court brief with the U.S. Court of Appeals siding with the air tour operators charging that the FAA did NOT comply with the federal Regulatory Flexibility Act (RFA) since the FAA has conceded that they did erroneously certify that the final rule for Grand Canyon overflight restrictions would not have significant economic impact on a substantial number of small businesses. The FAA has agreed to advise the court that they erroneously certified the final rule. The U.S. Court of Appeals is scheduled to hear oral arguments on Nov. 6, 1997, in Washington, D.C.

★ **NATIONAL CIVIL AVIATION REVIEW COMMISSION DRAFT REPORT:** The National Civil Aviation Review Commission (NCARC) was mandated by Congress to study the funding needs of the FAA and to recommend the best means to meet these needs. Congress mandated that NCARC be a 21-member commission with "expertise in the aviation industry and who are able, collectively, to represent a balanced view of the issues important to general aviation, major air carriers, air cargo carriers, regional air carriers, business aviation, airports, aircraft manufacturers, the financial community, aviation industry workers and airline passengers." Out of the 21 members, only one represents general aviation, eight represent airlines interests, and eight represent airport interests. This dismayed the general aviation industry and others including the National Association of State Aviation Officials. The NCARC presented its draft report to Transportation Secretary Rodney Slater on September 10, 1997, who has 30 days to review and make comments on this preliminary report before the NCARC develops a final report to Congress. There appears to be some good news, but more bad news in the report. NCARC recommends: (1) GA continue to pay through a fuel tax (probably at a higher rate) rather than a user fee (which Congress already

continued on page 3



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Aeronautics Board Approves Grants and Loans

By: Redge R. Meierhenry



The Montana Aeronautics Board at their October 1997 meeting in Helena approved the following projects and disbursements from the Aeronautics Division Airport Development Financial Assistance Program. The Aeronautics Division reestablished these programs in 1993 as a result of legislation sponsored by the Montana Pilots Association. Although this grant and loan program is small when compared to most other states, the Board and the Division make every effort to maximize their intended effect to promote Montana aviation and airport development.

Airports receiving funds are:

Lewistown—loan approved for \$13,000 to be used in combination with Federal Airport Improvement Program (AIP) and local monies for deer fencing around partial perimeter of the airport.

Laurel—grant in the amount of \$2,000 in combination with sponsor funds for the crack seal of Taxiway C.

Havre—loan approved in the amount of \$89,700 for rehabilitation of apron, taxiways, runway 3/21, lighting systems, a study of wetlands and wetland mitigation loss, drainage of wetlands and other safety related improvements.

Elder Statesmen Selected

The National Aeronautic Association announced six people have been selected to receive the prestigious Elder Statesman of Aviation Award for 1997. This award was established in 1954 to honor outstanding Americans, who by their efforts over a period of years, have made contributions of significant value to aeronautics, who have reflected credit upon America and themselves and are at least 60 years of age. Twenty-four individuals were nominated and the recipients chosen by a distinguished committee of 20 aviation leaders from all segments of the aerospace community. The awards will be presented in Washington, D.C., on November 13.

The 1997 recipients of the Elder Statesman of Aviation Award are:

John L. Baker: Mr. Baker was president of Aircraft Owners and Pilots Association (AOPA) from 1978 until 1990. Prior to his career at AOPA, John served the FAA as assistant administrator for General Aviation. Throughout his career, Mr. Baker has been an enthusiastic advocate for the continued development of general aviation.

William K. Kershner: Mr. Kershner began flying in 1945 and in subsequent years earned his Private Pilot License, Commer-

cial Certificate, and Flight Instructor Rating. Kershner is the author of the *Student Pilots Flight Manual*, the definitive book on instruction, plus other industry-leading books on flight instruction and aerobatics.

Ralph Nelson: Ralph Nelson has been involved in the promotion of flying and flight training for over forty years. He developed AOPA's original weekend flight training clinics which graduated over a quarter of a million students. Mr. Nelson also established the International Aviation Theft Bureau, still in operation today as the Aviation Crime Prevention Institute.

R. Dixon Speas: For over sixty years, R. Dixon Speas has been dedicated to improving the safety and efficiency of airline operations. His consulting firms have services that extended to all elements of operation—aircraft, engine, and component manufacturers, large and small airlines — both domestic and overseas, business and general aviation, as well as airports, air traffic control and government agencies.

Edward W. Stimpson: Mr. Stimpson began his career in aviation with the FAA as

continued on page 5

Calendar

October 8—Pilot Operations at Non-Towered Airports, 7–9pm, Outlaw Inn, Kalispell.

October 16–17—FAA and Fall MAMA Meeting, Airport Terminal Building, Bozeman.

November 9—MPA Rendezvous, 10am, Colstrip.

November 12—Fixed-Base Operator Conference. Tel-8 Satellite Site, DOT Building, Helena.

November 15–16—Oregon Air Fair, Portland.

November 22—Montana Antique Aircraft Association (MAAA) Meeting, Yogo Inn, Lewistown.

December 6—Montana Pilots Association (MPA) State Board Meeting, Yogo Inn, Lewistown.

December 6—Lewistown MPA Hangar Christmas Party, Beacon Star.

February 13–14—Flight Instructor Refresher Clinic, Aladdin Motor Inn, Helena.

February 26–28—Montana Aviation Conference, Holiday Inn, Billings.

Administrator, cont.

abandoned); (2) reform inequitable tax treatment for charter operators; and (3) insure airport improvement funding levels keep pace with capacity needs. The Commission recommends that the general public continue to pay a share (now 25%) of the FAA to offset military, public security and safety costs, but recommends reevaluating this figure. The airlines would pay through “cost based user charges” which the airlines want. By having a two-tiered system to fund the FAA it could be perceived that GA is not paying which could eventually backfire against GA. NCARC recommends that the FAA move to a “performance-based organization” with a management board, and strong financial management in order to effectively provide air traffic services and capital investment required in the next century; that ATC have a chief operating officer and a separate management board, however, still be part of FAA and subject to safety, security certification and policymaking responsibilities of the FAA.

WISARAC

Western International Search and Rescue Advisory Committee (WISARAC) was held in Kalispell, Mont., Sept. 9-11. It was Montana's turn to host the conference, and Patty Kautz and Jeanne Lesnik of Montana Aeronautics took on the task and hosted a successful conference.

WISARAC was founded in 1978 by Montana, Idaho, Oregon and Washington. to share information, techniques and resource lists between the agencies responsible for air search and rescue (SAR) in the four states. It soon expanded to include Alberta, British

Columbia and representatives from the military SAR community.

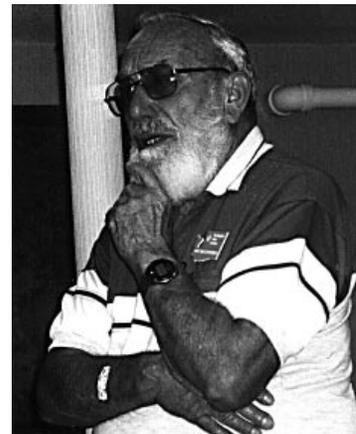
The intent of WISARAC is to gather individuals who have SAR management responsibility and establish a working network for those activities that cross state or international borders. It affords an opportunity to share ideas, educational materials, problems and solutions. WISARAC is primarily a forum for frank and open discussion of search and rescue issues.

This year's attendees were: Lyle and Donna Sartain, William Hewitt, Norm

Wortman, Jeanne Lesnik, Patty Kautz, Mike Ferguson, Will Mavis, Ray Sanders, Mike Strand, Mgst Harold Blalock, LTC Ken Lamkin, Charlie Logan and the 40th Rescue Flight from Malmstrom all representing Montana SAR, also Frank Lester-Idaho Aeronautics, F.E. MacSpadden-Washington Aeronautics, Captain Kevin Scheid of the U.S. Coast Guard, Lt. Col. Peter Graf of the Air Force Rescue Coordination Center and Mark Moran of NOAA.



WISARAC discussion continues during lunch.



"Mac" Macspadden, WISARAC, discusses Washington State SAR.



Sgt. Rich Lewis 40 RQF Malmstrom Air Force Base (above and above right) gives presentation on hoist capabilities.



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Mountain Search Clinic (MSPC) Held

This clinic (Mountain Search Pilot Clinic) held in Kalispell, is not for WHINERS! It began at 1900 on Friday with Jim Cooney of the FAA Wings program, followed by Jeanne Lesnik describing the training areas, and then mountain flying expert Sparky Imeson with his mountain flying slide presentation. The evening concluded at 2230.

On Saturday at 0700, dual flight instruction for mountain search was conducted. The instructors, Fred Hasskamp, Stan Read, Wendy Ross, Wayne Turner, Bill Werner and Jeanne Lesnik, covered techniques of contour search, canyon turn arounds, over the top and down a canyon and navigation. Spotted Bear, Meadow Creek and Schafer airstrips were used.

Also, at first light, Skip Stoffel and Chuck Thout of the Emergency Response Institute of Cashmere, Washington, were busy setting up the survival training area.

Emergency Locator trainers Will Mavis, Lyle Sartain and Hugh Wilkins were assisted this year by experts Lt. Col. Peter Graf of the Air Force Rescue Coordination Center and Mark Moran of the National Oceanic and Atmospheric Administration.

Each day's instructions concluded at 1730 for dinner break. At 1900 everyone was ready to go again with more ground school, which included COSPAS-SARSAT



Fire starting by Skip Stoffel, Emergency Response Institute, at survival training.



Lyle Sartain, instructor, helps with ELT training.



Lt. Col. Peter Graf & Will Mavis listening for the ELT signal on an FM radio.

Operations, the Montana air search system and the observer program along with off-field emergency landings.

A big thank you to all our volunteer search pilots and observers and to all the instructors and volunteers who make this training program possible.



Sparky Imeson, mountain flying expert, gets a Mountain Search Pilot hat. Thank you, Sparky!

Elder Statesmen, cont.

the assistant administrator under three administrators. Recently retired as president of the General Aviation Manufacturers Association, he is currently serving as chairman of General Aviation Team 2000.

Peter Wright, Sr.: During a career of over forty years in the commercial helicopter industry, Mr. Wright has worked closely with and developed operations plans for such diversified operations as heavy lift work, rooftop heliports, bank check transport, airborne geophysical operations and the use of modern twin-engine IFR helicopters for corporate transportation. Wright is also the founder of the American Helicopter Museum near Philadelphia.

Congratulations to these outstanding gentlemen!

Cadet Attends CAP Flight Encampment

Home schooled by his parents—Art and Patricia Plowman—in Boyd, Cadet Captain Joseph Plowman's education in the aerospace sciences is supplemented by his participation in the CAP cadet program. The CAP cadet program is an aerospace oriented program very similar to high school Air Force junior ROTC and designed to motivate the youth of America to leadership and responsible citizenship by encouraging their interest in the aerospace sciences. Late last August Cadet Plowman and 23 other cadets from around the nation spent two weeks at the first CAP flight encampment to be held at McClelland AFB, CA, where they received actual flight training in the Air Force's T-41A aircraft (also known as the Cessna 172).

CAP cadets received 36 hours of extensive ground school training and at least 10 hours of actual flight training with the objective of taking the cadets from their first training flight to their first solo flight. Many of the cadets who attend an encampment will solo an aircraft at the discretion of their personal flight instructor, thereby earning their "solo wings," which they can then proudly wear on their CAP uniform when they return to their home squadron.

Boys and girls 12–17 years of age who

do not have a juvenile delinquency record can join the CAP cadet program. To get information about CAP programs or to start a CAP cadet program in your area contact the CAP-USAF Liaison Office at Malmstrom AFB in Great Falls at 888-454-3287 during regular business hours. CAP can also come to your child's school to give a presentation.



Cadet Captain Joseph Plowman, cadet commander at Civil Air Patrol's Beartooth Composite Squadron in Billings, recently attended Civil Air Patrol Powered Flight Encampment at McClelland Air Force Base in California.

Aircraft Missing—or Is It?

Ninety-seven percent of all Emergency Locator Transmitter (ELT) reports are false alarms—in the United States that is over 600 per month. Searching for false alarms detracts from the search for a downed aircraft, and that aircraft may be yours.

Before start-up and after shut-down, tune your receiver to 121.5. Your ELT may be transmitting. Airport operators can help identify false signals by periodically selecting the appropriate frequency on their base station radios. Pilots flying enroute should periodically check 121.5 or 243.0, as appropriate, for emergency distress signals.

Any pilot receiving an ELT signal should contact Air Traffic Control (ATC) immediately. ATC would then take the appropriate action. In some cases an airborne

pilot ELT report may generate a search and rescue (SAR) response sooner than if Air Force Rescue Coordination Center (AFRCC) had to wait for a satellite generated alert. In a real emergency, the time savings might be critical.

Checklist for ELTS – Help Us Help You

1. Before start-up and after shut-down, tune your aircraft receiver to 121.5.
2. If your ELT was on, call your FSS as soon as possible.
3. Check your ELT batteries. Dead batteries will send a distress signal to no one.
4. Disconnect the ELT battery whenever you remove an ELT from an aircraft.

Thank you to all of our volunteers who give hours of their time looking for ELTs.

In Memory of Ora F. Lohse

Ora F. Lohse, 88, a retired mechanical engineer and pilot died of cancer in mid-July at his home.

Mr. Lohse was born April 24, 1909, at the family farm near Mohall, ND. He worked in the coal mines in Alamo, ND and farmed in Reserve during the early years of the Depression.

In 1935, he married Constance Melchior and in 1938 they moved to Moline, Ill., where he worked in aeronautics and mechanical engineering for John Deere.

During World War II, he was a flight instructor for a civilian pilot training program in Helena. They later moved to Valier, where he ran the local airport, was a charter pilot and did aerial spraying and grain-cleaning. He also worked in weather modification, experimenting in cloud seeding.

Survivors include his wife of Valier, and numerous nieces and nephews.

AOM Scholarship

The Aviation Organizations of Montana (AOM) includes representatives from the MAMA, MAAA, MATA, EAA, MFF, MT 99s, MPA, CAP, MAD, AMAA and the MSPA and was formed "to promote all facets of aviation in the State of Montana."

AOM has established a scholarship to assist a student pilot in obtaining their private pilot certificate. A \$500 scholarship will be awarded annually for five years to a Montana student pilot. Applications are being accepted for the scholarship which will be presented at the 1998 Montana Aviation Conference for the third year. All applications must be postmarked by December 1, 1997.

Applications and guidelines are available at FBOs and from CFIs throughout the state. Photocopies of an application form are acceptable.

If you are unable to find an application, send a self-addressed, stamped envelope to MT 99s, AOM Flight Training Scholarship, 1911 Baxter Drive, Bozeman, MT 59715 or call the Division at 444-2506.

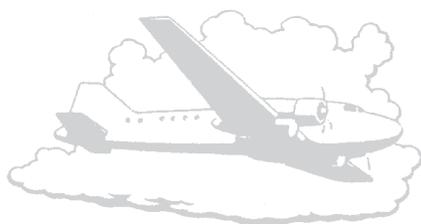
Russians Visit Helena



For the third consecutive year, youth and adults from Club Prodvig of Magadan, Russia, were treated to a visit to Montana, sponsored by Loren Smith of Great Falls. Club Prodvig members are a highly trained and disciplined boy's organization, somewhat like a United States military prep school or the Boy Scouts of America.



Club Prodvig members visited the Montana Aeronautics Division while in Helena and were given an aviation awareness tour complete with many aviation related topics. Mike Ferguson and Jeanne Lesnik provided the group with Young Eagle Flights. We thank Loren for continuing to help provide Montana with this international link.



EAA Flight Advisor Update

New figures show that the Experimental Aircraft Association's (EAA) Flight Advisor programs are having a major positive impact on safety during the critical first hours of amateur-built aircraft flight testing.

FAA statistics show that the accident rate is more than 93% lower for pilots who use Flight Advisors compared to the overall accident rate during initial homebuilt flight tests. Only 1.2% of all pilots who utilized the Flight Advisor program suffered accidents during the first 25 hours of flight in a new homebuilt. That compares very favorably with FAA figures of 19% of homebuilt accidents which occur during initial flight testing.

Over the past three years, EAA Flight Advisors have made nearly 300 people safer pilots. These volunteer advisors throughout the country have improved the homebuilt accident rate significantly during the first few crucial hours of flight.

The program, which enables builder/pilots to evaluate their flying skills in their new aircraft, was launched in 1994. Each builder/pilot is matched with a volunteer

Flight Advisor who has knowledge and experience in the "new" type of aircraft being flown. The Flight Advisor assists the builder/pilot with a thorough and objective evaluation of piloting skills and flight experience. An explanation of the particular flying characteristics of the new aircraft is also included. The advisor then helps establish checklists for flying the new aircraft. The builder/pilot can make an informed decision on whether additional training is needed before flying the completed project.

Any EAA member can request the assistance of a Flight Advisor. Many are already affiliated with local EAA Chapters and there is no charge for the service.

Builder/pilots who utilize Flight Advisors are also eligible for insurance coverage for the flight test period through AVEMCO Insurance, one of the world's largest aviation insurers. Such insurance for homebuilt flight testing is nearly impossible to obtain otherwise.

More information about the Flight Advisor program is available by calling EAA Information Services at 920-426-4821.

Change of Address

Each time a newsletter must be returned to us because of a wrong address, we pay the post office. Returning charts and directories costs even more. If you are moving, please take a little time to fill out the form below. (Please print.)

Name:

New Address:

Old address:

New phone number:

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