



Montana and the Sky

MDT - Department of Transportation

Aeronautics Division

Vol. 55 No. 11

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Breaking News from Central & Eastern Montana



On October 10th, Rebecca Smith age 16 of Lewistown soloed in her fathers 1946 Aeronca Champ. Her father Pete Smith has owned the Champ since he rebuilt it in 1975 and since then only 2 students have soloed it, Rebecca and Pete. Rebecca has been flying with her father since age 3 and started doing most of the flying as soon as she was able to reach the rudder pedals. Rebecca's CFI is Mike Biggerstaff from Standford. Mike did a great job fine-tuning her pilot skills in preparation for solo flight. Congratulations & blue skies to you Rebecca! Pictured is Rebecca with her proud father Pete. See page 7 for a paper that Rebecca wrote for an AP English descriptive writing assignment.



Patrick Tucker of Billings is anything but the average teenager. On September 18, 2003, Pat turned 16 and made his first airplane solo flight. Exactly one year later on his 17th birthday, Pat passed the private pilot and instrument rating check rides. Pictured is Pat and his Dad, who was his first passenger as soon as the check ride ended. Pat is already working on the requirements for the commercial certificate, which he hopes to complete on his 18th birthday. Laurie Puckett of Laurel is Pat's flight instructor and she just couldn't be prouder. Laurie said, "His drive and focus is something to be admired. She hopes she is as much of an inspiration to him as he is to her." Congratulations Pat and good luck with your commercial certificate!

Mark Your Calendar

The 2005 Montana Aviation Conference is scheduled for March 3-5 in beautiful Butte, America. This year's committee is working hard to ensure 2005 is something you won't want to miss. Rooms have been blocked at the Ramada Inn Cooper King and they are expecting to fill up fast – reserve your room today by calling (406) 494-6666 or (800) 332-8600, ask for group block **AA05** when calling for reservations. Again this year there are many scholarship opportunities available. These scholarships will be given away during the conferece, see page 6 of this months newsletter for a list of available scholarships and application instructions.



Administrator's Column

Helena Airport District Office (ADO) Seminar: The annual ADO seminar brought over 80 participants representing 20 airports to Helena to join in two-days of informative meetings and discussions. Employees from Planning and Programming and Civil Rights at the FAA region office located in Renton, WA were on hand to present information on passenger facility charges, the airport improvement program and disadvantaged business enterprise program. Local FAA staff spoke to design and construction issues, compliance, environmental, planning and eligibility issues and provided a funding summary for Montana airports. In 2004, the Helena ADO issued 32 grants for a total of more than \$32 million spent on Montana airport infrastructure. This annual meeting provides invaluable information for Montana's airports. It generates invaluable dialogue about all topics involving airport operations and funding and provides an important networking opportunity for all airports sponsors, both large and small. The Montana Airport Managers Association also conducted a meeting of its association during the seminar. A special recognition for Outstanding Airport Award was presented to Bill Henderson, Sidney Airport Manager, the Sidney-Richland Airport Authority, Kadrmas Lee & Jackson, project engineers and the prime contractor Century Construction of Lewistown. Many thanks to Dave Stelling, John Styba, Gary Gates, Dona Dobler and Raquel DeBlauw of the Helena ADO for coordinating this event and congratulations on a job well done.

Radar Improvement at Gallatin Field: The FAA has approved a plan to improve radar coverage within the Gallatin Valley and have it up and running by 2007. The Raytheon ATCBI-6 is a "beacon only" radar that will be capable of seeing transponder equipped aircraft that will be transmitted to Salt Lake Center and also be displayed on a screen in the Bozeman tower. Information from enroute aircraft that is critical to safe air travel, including identification, altitude, direction and airspeed will be available. Although there will be no approach control radar, "this will be a tremendous safety and capacity enhancement for our airport, and we really appreciate Senator Burns' efforts on our behalf" according to Ted Mathis, Airport Director at Gallatin Field. Senator Burns is a senior member of both the Senate Commerce Committee which oversees the FAA and the Appropriations Committee which funds the FAA. The Gallatin Airport Authority has committed \$1.5 million in cost-sharing funds for the project.

Sport Pilot Moves Along: The FAA has set November 15 as the date for accepting student sport pilot applications and will use existing airman rating forms rather than waiting for new sport pilot versions to be available in January. Applicants will be able to use current FAA Form 8710-1. By the 15th FAA plans to have all policies and procedures required for designated pilot examiners and inspectors in place in order to issue student sport pilot certificates. If you are interested in becoming a Sport Pilot Examiner the FAA is accepting applications. The application form for an examiner or sport pilot can be downloaded on-line from the FAA website at <http://forms.faa.gov> — search for Form 8710-1.

FAA to fine Chicago over Meigs Field: The FAA is proposing to fine the city of Chicago \$33,000 – the maximum allowed by law – for the illegal destruction of Meigs Field. The FAA has begun an investigation into the possible diversion of some \$1.5 million in federal airport funds that the city may have used to pay contractors to rip up the runway in the dead of the night 1½ years ago. The FAA concurs with allegations that Mayor Daley and the city violated both the US Code and the FARs by not providing a proper 30-day notice before closing Meigs. Federal regulation allows the FAA to assess a maximum penalty of \$1,000/day for this type of violation. The FAA has given the city 30 days to respond to the allegations of diversion of the federal airport funds. The city could be required to return that money to the O'Hare Airport development fund. If it doesn't, it could face a penalty of up to \$4.5 million. Mayor Daley responded that the city acted properly and legally and has cited public security concerns for the midnight runway bulldozing. Stay tuned....



Montana and the Sky

Department of Transportation

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Calendar

November 10, 2004 – FAA and Montana Pilot's Association safety meeting, Take-offs and Landings. Vetter Aviation, Helena beginning @ 7:00 p.m. For further information email Steve.J.Jones@faa.gov.

November 17, 2004 – FAA and Montana Aeronautics safety meeting. Aircraft Accidents in Montana, registration begins at 5:30 p.m.; meeting begins at 6:00 p.m. West Coast Inn, Kalispell Mall. For information email Steve.J.Jones@faa.gov.

November 23, 2004 – FAA safety meeting. Hazards of Maneuvering Flight. Northstar Aviation, Hamilton, 7:00 p.m. For further information email Steve.J.Jones@faa.gov.

December 1, 2004 – The new Sport Pilot and Sport Aircraft Rule, FAA, EAA 344, Montana Pilots Association, and Montana Aeronautics. Vetter Aviation, Helena; 7:00 p.m. For further information email Steve.J.Jones@faa.gov.

January 21-23, 2005 – Surratt Memorial Winter Survival Clinic. For further information phone (406) 444-2506.

February 5 & 6, 2005 – Flight Instructor Refresher Clinic. For further information phone (406) 444-2506.

March 3-5, 2005 – Montana Aviation Conference, Butte. For further information phone (406) 444-2506.

Create an Air Show Poster

For more than 100 years, men and women have been taking to the air and delighting those on the ground. Across the world, people have gathered in open fields and airports large and small to see aircraft old and new, aerobatic pilots spinning and diving their planes in the sky, beautiful hot air balloons floating over the land, parachutists descending to the earth under colorful canopies, and micro lights competing in precision flying contests.

For 100 years, the Federation Aeronautique Internationale (FAI) has been there to encourage both the love of aviation and the thrill of competition. Many participants and visitors come simply to see the wonderful aircraft and meet other aviation enthusiasts. Others come for the competition.

It is now your turn to become a part of this century long tradition by creating an air show poster. It should celebrate the adventure of human flight that has long been promoted by the FAI. Design a poster that will attract families and individuals, children and grandparents, and everyone-in-between. Showcase the action, excitement and fun at the open fields and airports where pilots and their aircraft amaze and entertain millions of people each year.

Entries will be judged in three classes (determined by the age of the entrant on December 31, 2004). I. Ages 6 to 9; II. Ages 10 to 13; III. Ages 14 to 17. Entries must be postmarked by January 10, 2005, and must be sent to the Montana Aeronautics Division, PO Box 200507, Helena, MT 59604-0507. For further information and to receive an application please phone (406) 444-2506.

Aeronautics Exhibit Promotes Aviation Education



Montana Aeronautics Division was present as an aviation education exhibitor at the recent annual Montana Educators' Conference that was held on October 21-22. Over 2,000 Montana teachers converged on Helena for the largest professional development opportunity for teachers in the northwest. Pictured Jeanne MacPherson talking with an interested aviation enthusiast.



Welcome Mountain Search Pilot Instructors!

Mike Campbell and Art Dykstra were both recently hired as flight instructors for the Montana Aeronautics Divisions annual Mountain Search Pilot Clinic. Both Mike and Art are very involved in Montana Aviation and are volunteers for air search, Art is the air search coordinator for District 14 (Missoula, Ravalli and Granite Counties) and Mike has flown on several air searches.

Mike Campbell owner of Campbell Aviation in Dutton, Montana, grew up with an airstrip in his front yard. He is an agriculture pilot, a tanker pilot, and flies for Fish and Game. Mike is a mountain pilot and is well know along the eastern front range of Montana for his tail wheel instruction. Mike loves all aspects of flying and particularly the precision it takes to crop dust. Mike and his wife Colleen have two children, Jake and Jessie and one 5-month-old grandson. Mike did a great job in the recent September clinic.

Art Dykstra was born in Hot Springs Montana and was raised in Thompson Falls. Art is married and has three children, two girls and one boy. Art flies as an instructor (single and multi engine, instrument, tail and float plane) and is also a charter pilot for Minuteman Aviation of Missoula. Art flies for Fish, Wildlife and Parks and for the US Forest Service, air attack in a Cessna 340. He also flies backcountry charter for hikers and outfitters. Art likes the diversity of flying from the challenge of instrument flying in high performance airplanes to the low and slow flight in a Cub. Currently his favorite plane is a 1941 Stearman. Art's reviews at the recent clinic were also outstanding.

Thank you Art and Mike.

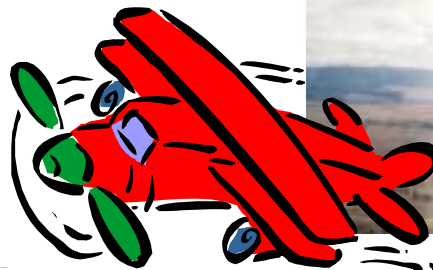


Mike Campbell with the Air Tractor 502B.



Art Dykstra in a North American T-28.

What is AOM?



In March 1987, a Conference Committee met to discuss guidelines for future Montana Aviation Conferences. From that, an aviation conference steering committee evolved, pulling its membership from the State's aviation organizations. In a brief space of time, the organizers saw a unique opportunity to not only promote the conference, but also to speak with one voice in promoting aviation on the local, state and federal levels.

In March 1990, the articles of incorporation and bylaws were adopted by the aviation community. This is referred to as Aviation Organizations of Montana (AOM). The member organizations of the AOM are Association of Montana Aerial Applicators (AMAA); Experimental Aircraft Association (EAA); Montana Civil Air Patrol (CAP); Montana Flying Farmers (MFF); Montana Antique Aircraft Association (MAAA); Montana Airport Managers Association (MAMA); Montana Aviation Trades Association (MATA); Montana Seaplane Pilots Association (MTSPA); Montana Pilots Association (MPA); Montana Ninety-Nines (99s) and the Montana Aeronautics Division. The corporation was organized to promote all facets of aviation in the State of Montana as well as act as the steering committee for the annual Montana Aviation Conference. The Corporation does not compete with the organized purposes of its member organizations or the Montana Aeronautics Board.

Each member organization has a board member that sits on the AOM board serving a two-year term. On important legislative issues, each of the ten member organizations holds veto power by a no vote. The Aeronautics Division furnishes administrative support, acts in an advisory and coordinating position and is a non-voting member.

The AOM's goals are to provide a showcase for aviation and a forum for discussion through the Montana Aviation Conference. Assure and guarantee successful Montana Aviation Conferences. Promote unity among the organizations. Unite and speak with one voice. Promote public relations on a statewide basis. Give direction to State administration and legislation for support of aviation in Montana and insure the integrity of the Aeronautics Division in the Department of Transportation.

With the significant accomplishments this group has made they can certainly attest to the theory "AOM together we make a difference in the future of Montana aviation".

Pinch Hitter Course

To the flying companion flight may appear to be magical and mysterious. The Pinch-Hitter ground course was presented to several flying companions on October 2nd at the EAA Hangar at Logan Airport in Billings. As an aircraft passenger, this course is designed to help a flying companion function effectively as a crewmember. The flying portion of the course is designed to help gain emergency skills that are required to take over the controls, navigate to the nearest suitable airport and land.

Bobbi Powers, a flight Instructor from Laurel and Joyce Mayer a flying companion put the Pinch Hitter Course together. The speaker/presenters all flight instructors, included; Jeanne MacPherson of Montana Aeronautics, Laurie Puckett of Northern Skies Aviation in Laurel, Samantha Morris of Billings and Bobbi Powers of Laurel.

It was a great morning to have brunch and to learn about flight, the airplane instruments, some navigation plotting, and play a little air sectional chart trivia. The women participants enjoyed the learning and talking about their flying experiences as companions, many of the flying companions plan to sign up for the flying portion of the course with an instructor. What a great program!



Bobbi Powers demonstrates pinch hitting - Laurie Puckett is the incapacitated pilot.



Left, Laurie Puckett explains the traffic pattern at an airport. Above, some of the participants of the pinch hitter course.

Hot Springs Fly-In

The Hot Springs Fly-In was held on October 9th. In spite of the cold, rainy weather a few die-hard enthusiasts flew in to enjoy the delicious chili & hamburgers, which were a big hit. Before the fly-in local pilots rigged up a spray painter and did a great job of striping the runway, saving thousands of dollars. Hot Springs Airport was also one of the airports that took advantage of the Aeronautics Division's Courtesy Car program and purchased a very nice car for the airport, when you fly in and visit you certainly won't be driving the average "airport courtesy car"! Congratulations to the pilots and community of Hot Springs for a job well done.



Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to a Montanan to help defray costs of education (i.e., flight instruction, A&P, ect.) and will be presented during the 2005 Montana Aviation Conference in Butte. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 28, 2005.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.

Morrison Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

Parrott Family Scholarship – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

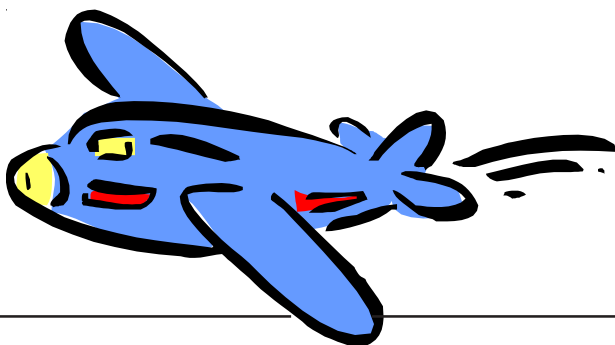
AOM Flight Training Scholarship – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

Montana Pilots Association Junior Pilot Award – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$500 scholarship.

Montana Pilots Association Flight Training Award - This scholarship is open to a person who has a considerable interest in aviation. The \$500 scholarship is to be used for flight training.

Blue Goose First Generation Flight Scholarship – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

Dorothy Krantz Memorial Scholarship - This scholarship will offer a Montana student pilot the opportunity to complete their private pilot license; the scholarship is for \$2,500 and is to be used over a one-year period. The applicant must have soloed and the scholarship is to be used for flight training with a Montana flight instructor. In addition to the letter of application, include a letter of recommendation from your flight instructor.



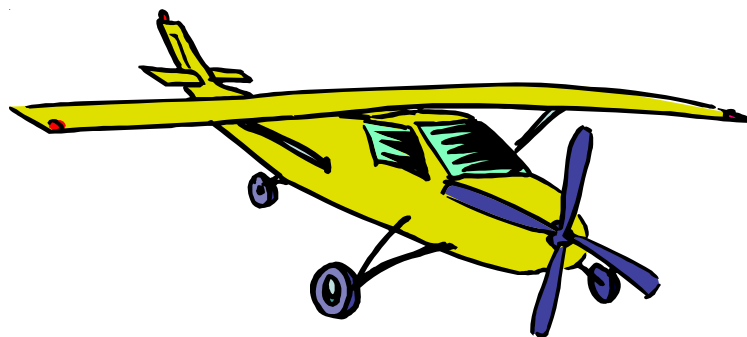
Montana 99's Flight Scholarship – This \$500 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.

Descriptive Writing Assignment

By: *Rebecca Smith, Age 16*
Lewistown, MT

It's a clear morning, and a two-seated, single engine aircraft sits before the opened door of a hangar. It is a tail-dragger, with its nose pitched up toward the sky and its tail resting firmly on the ground. Shadows make the white of the plane appear light blue, and the red and blue stripes down its sides and on its wings appear darker than they really are. The sun is just barely peaking over the ridge of the southern Judith foothills, tinting the sky with light shades of yellow and pink. Tall pines top the ridge, creating a saw-toothed effect. Grass carpets a steeply sloping hill that gradually flattens into a cow pasture. A barbed-wire fence separates the cow pasture from a small alfalfa field to the west. Just north of the alfalfa field is the head of a private sod strip, and next to that stands the hangar and airplane. A limp windsock to the west of the hangar drifts slightly in an almost non-existent breeze. Two people walk around the airplane, inspecting the nuts, bolts, and cotter pins that hold its parts together. One person climbs in, the other moves to the front of the airplane and begins to pull the propeller through to check cylinder compression. That done, the fuel is turned on, magnetos are set on both, throttle is at idle, and the breaks are set. As the person at the front of the plane yanks the propeller through one last time, a new voice roars into existence. A backwash of wind from the whirling propeller flattens the grass behind the airplane. The distinctive scent of Av-gas permeates the air surrounding the aircraft. Oil pressure and temperature are checked; both are in the green. Engine revolutions per minute, known as RPM, are increased by increments of one hundred as the plane is slowly warmed up. Just as an athlete warms up before an event, so also must the airplane be warmed up before it makes its leap into the sky. Slowly it begins to move to the head of the runway, where it stops for its run up. Controls are checked; they are free and correct, and the trim is set. The engine is brought up to seventeen-

hundred RPM for a magneto and carburetor heat check. All instruments are found to be in the green. There is a lull in the noise as the power is momentarily pulled back. Suddenly the engine is once again screaming, and this time the plane tears down the sod strip. The tail comes up, and for a short distance the plane rolls on its two front wheels. Then, all connection with the ground is terminated; the airship is airborne. The nose is pushed over slightly to keep the plane in ground effect until enough speed is built up to climb out. Pronghorn antelope scatter below the climbing airplane as it makes a right hand turn towards the north-west. The eastern sky has continued to lighten to a lemon-custard yellow, while the western sky becomes a gradually brightening blue. The small ponds below reflect an image of the sky, creating an almost artificial look. As the airplane climbs to five-thousand feet above sea level, the sun appears to accelerate in its own ascent into the sky. The shadow cast by the Judith mountain range stretches out towards the South Moccasins, whose shadows in turn reach for the Highwood mountains. After a few s-turns, the small air-vessel makes a decisive turn to the east and flies on into the sunrise and into the new day.



At Horizon, Common Sense Prevails

When it comes to airfares, most agree simpler is better. As a result, Horizon Air has simplified its entire fare structure and eliminated the weekend-stay rule – on all fares to all cities the airline serves. Now all of Horizon's fares – including its lowest regular prices, sale fares and Web-only specials – have only one-night minimum stay or none at all. Gone, too, are maximum-stay restrictions and fuel surcharges.

Horizon's latest and final wave of fare simplification has also resulted in many new, lower fares between cities Horizon serves in the Northwest. The simplified fare structure also applies to cities Horizon serves in partnership with Alaska Airlines.

While everyone can benefit from the simplified fare structure, banishment of the weekend-stay rule will be especially appealing to business travelers. That's because they can qualify for a lower fare without having to stay past a Friday or Saturday before returning.

"Now, whenever and wherever you fly Horizon or Alaska, you can have a low fare without having to give up part of your weekend to get it," said Patrick Zachwieja, Horizon's vice president of marketing and planning.

Reservations and tickets are available at horizonair.com, by calling 1-800-547-9308, or through any travel agent. Horizon now guarantees that travelers will always find the lowest fare on horizonair.com. If a traveler finds a fare online that's more than US\$5 lower for the same Horizon itinerary than through horizonair.com, the company will refund the difference. Travelers that purchase their tickets at horizonair.com also earn 1,000 Bonus Miles and avoid the booking fees that most major travel sites charge.

S & R Operation Leads to Apartment

An Oregon man discovered that his year-old Toshiba Corporation flat-screen TV was emitting an international distress signal picked up by a satellite, leading a search and rescue operation to his apartment in Corvallis, Oregon, 70 miles south of Portland. The signal from Chris Van Rossmann's TV was routed by satellite to the Air Force Rescue Center at Langley Air Base in Virginia.

On October 2, the 20 year-old college student was visited at his apartment in the small university town by a contingent of local police, civil air patrol and search and rescue personnel. "They'd never seen a signal that strong from a home appliance," said Van Rossmann. "They were quite surprised. I think we all were." Authorities had expected to find a boat or small plane with a malfunctioning transponder, the usual culprit in such incidents, emitting the 121.5 MHz frequency of the distress signal internationally. Van Rossmann said he was told to keep his TV off to avoid paying a \$10,000 fine for "willingly broadcasting a false distress signal." Toshiba contacted Rossmann and offered to provide him with a replacement set for free, he said.

I spoke with Langley Air Base in Virginia regarding this incident and they said this was due to a malfunction with that particular TV. Toshiba has recalled those TV's and is working with the FCC to determine what the cause was.

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.

Twenty-nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,131. This includes \$200 for production, \$750 for postage and \$181 for printing.



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