



Yellowstone Airport Acquires New ARFF Truck

Three Montana Airports, Yellowstone, Glasgow and Miles City have recently received new airport rescue fire fighter (ARFF) trucks. Due to changes in the airport's operating certificates as regulated by the FAA, upgrades were required in the aircraft fire and rescue protection program.

All three ARFF vehicles were purchased with funds from the FAA and the sponsor airports, 5% of the cost was paid by each airport and the remaining 95% was paid using FAA funds. The trucks were purchased from Rosenbauer America located in Wyoming, Minnesota. The engineering firm of Kadrmas, Lee and Jackson (KLJ) represented all three airports concerning the truck's required performance and mechanical specifications as well as the competitive bid process.

The finished trucks are basically one of Rosenbauer America's standard ARFF vehicle models named the Air Wolf with some added performance ratings and custom features as specified by KLJ. The vehicles are then put through a rigorous testing phase to ensure quality and reliability of the vehicle prior to shipment. One of the unique testing procedures done at the Rosenbauer Facility is the tilt test shown in the picture.

Tor Anderzen an engineer for KLJ and Yellowstone Airport's operations chief Jeff Heaney traveled to the Rosenbauer plant to get familiarized with the operation of the new truck along with inspecting and adding some final recommendations for the trucks before final delivery.

Yellowstone Airport took delivery of their new truck on July 23. The Yellowstone airport crew trained with technician John Marvin from Rosenbauer America for two days at the Yellowstone Airport learning the in and outs of their new truck. The delivery of the new truck was a welcome sight at the Yellowstone Airport. The truck it is replacing is 27 years old and has seen better days. The over all opinion from the crew at Yellowstone Airport is that the new truck is of first quality construction and extremely user friendly. The staff of the Yellowstone Airport would like to thank all the parties involved in the manufacturing and purchase of our new ARFF truck as it enhances our emergency response capabilities and improves the safety of the aircraft that utilize our airport.



The new truck is a welcome addition – replacing a much older truck the airport has been using.



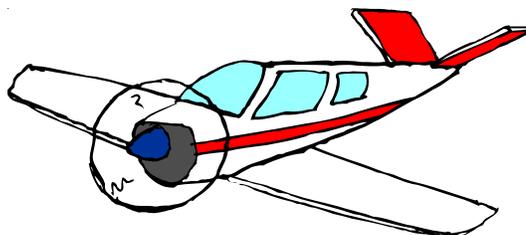
The "tilt test" is one of the testing procedures done at the Rosenbauer facility before final delivery.

Administrator's Column

Flight Service Station Update: FAA has heard from many about the frustrations experienced when contacting flight service. FAA Administrator Marion Blakey has repeated her commitment to solving the problems with Lockheed Martin's performance. The FAA has established a toll-free telephone number for pilots and airport managers to report any issues and/or comment on services they receive from Lockheed Martin flight service facilities. The number is 1-888-FLT SRVC, or 1-888-358-7782. Customer feedback from this line will be used by the FAA's Air Traffic Organization to make sure flight service stations operated by Lockheed Martin meet agency standards. The information will be used by the agency to better monitor and manage Lockheed Martin's performance levels. Comments will be collected and recorded by the FAA's Flight Service Operations and Safety Group. They will then be forwarded to Lockheed Martin who must respond within 15 days, notifying the FAA when they have done so. A database of comments and actions taken to address pilot concerns will be maintained by the Flight Service Operations and Safety Group. Pilots will be asked by an automated system to provide their name, date, time and location of the service involved, along with their aircraft identification number and a brief description of what occurred. The system can accept up to 80 calls simultaneously, minimizing the likelihood of a busy signal. Messages may be up to three minutes long. In addition to the new toll-free comment line, pilots can also provide feedback online. The online service can be accessed from the FAA Home page through the "Pilots" link on the right side of the page (<http://www.faa.gov/pilots/>), and clicking the email link under the Flight Service Stations heading: 9-AWA-ATO-SYSOPS-FS@faa.gov.

And speaking of FAA Administrator Blakey: who will step down from her appointment as FAA Administrator on September 13. It was assumed that Deputy Bobby Sturgell would replace Blakey as "Acting Administrator" until the next presidential election as Democrats have indicated they would not support a new 5-year FAA Administrator appointed by President Bush. The Bush Administration is speaking of a "recess appointment" to get a Republican on the job without a conflict with the Democratic Majority in Congress. President Bush has used recess appointments to place people into jobs that typically require Senate confirmation. Rumor on the street: Reagan Administration deputy FAA Administrator Barbara Barrett will be the appointee.

Congress is out: for summer recess the remainder of the month. It's highly unlikely that a reauthorization bill will be signed into law before September 30 when the current law expires making it likely that a short-term extension of FAA authority will occur. Probable effect on airport sponsors will be a delay in the distribution of FY2008 AIP funding. Two tough issues remain for the tax committees: 1) reporting measures that produce enough revenue by system users given realistic assessments of likely general fund support and 2) reporting measures that are perceived as equitable among the system users. Stay tuned.



Montana and the Sky

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Calendar

August 11-12 – Winifred Fly In and Backcountry Fly Out. For further information contact Ralph Rogers (406) 462-5487.

August 17-19 – 6th Annual Montana Fun Weekend, Cut Bank Airport. <http://cutbankairport.org/>

August 18 – Polson Fly In. Pancake Breakfast 8:00 a.m. – 11:00 a.m. Lunch noon to 2:00 p.m.. and concessions all day. Soroptimist's Wine Festival 7:00 p.m. – 10:00 p.m.. Sponsored by Mission Valley EAA chapter 122 and Mission Valley Hangar, Montana Pilot's Association.

August 18 – EAA breakfast at Stevensville Airport, 9:00 a.m. – 12:00 p.m. For further information contact Steve Rossiter at SteveRossiterMT@aol.com. The event will be held every third Saturday from April through October.

September 7-9 – Mountain Search Pilot Clinic, Helena. For further information contact Jeanne MacPherson at (406) 444-2506, email jemacpherson@mt.gov or visit www.mdt.mt.gov/aviation/.

September 14-15 – 2007 Leadership Conference on Aviation and Space Education at the Marriott Crystall Gateway in Arlington, Virginia. Visit www.lcase.infor for more details. Sponsored by the National Coalition for Aviation Education.

September 15 – Dillon Aviation Days. For further information phone Dennis or Jean Devivo at (406) 683-5242.

October 3-5 – NWAAAE Annual Conference. Grouse Mountain Lodge, Whitefish. For further information visit <http://nwaaae.org/nwaaaeannual.html>.

January 18-20, 2008 – Winter Survival Clinic, Helena. For further information contact Jeanne MacPherson at (406) 444-2506, email jemacpherson@mt.gov.

February 1-2, 2008 – Flight Instructor Refresher Clinic, Helena. For further information contact Jeanne MacPherson at (406) 444-2506, email jemacpherson@mt.gov.

February 28 – March 1, 2008 – Montana Aviation Conference, Heritage Inn Great Falls. For further information phone (406) 444-2506.

Submit your 2008 Airport Directory Changes!

The MDT Aeronautics Division is in the process of creating the 2008 Montana Airport Directory. Changes in the directory need to be sent to Max Murphy, PO Box 200507, Helena, MT 59620-0507 or email mmurphy@mt.gov by September 17. If you have any questions please phone Max at (406) 444-9581.

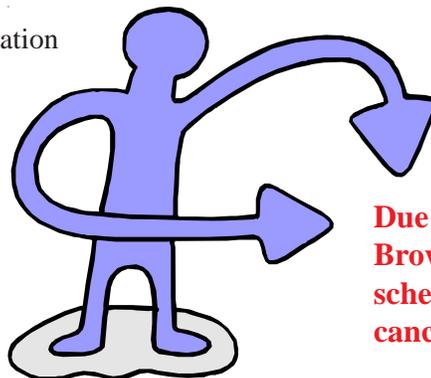
Aerial Photos

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!" The tense man sitting in the pilot's seat swung the plane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes." "Why?" asked the nervous pilot. "Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures."

The pilot replied, "You mean you're not the flight instructor?"



Due to the extreme fire danger the Browning Airport open house scheduled for August 22 has been cancelled.

In Memory

Dr. Charles Morledge May 7, 1928 – July 19, 2007

Charlie Morledge died suddenly July 19, 2007, while enjoying one of his favorite pastimes, hiking in the Beartooth Mountains above Red Lodge.

He was born to Roy V. and Julia Tehrin Morledge May 7, 1928, in Vienna, Austria, while his father completed a medical residency at the University of Vienna. He was raised in Billings on the Morledge ranch with his five siblings, in a home that overflowed with friends and high energy. He married Patricia Anne Conner in 1947 and would have celebrated their 60th anniversary on December 30th. To their union, twins Bonne and Marilyn were born in 1951 in Washington, D.C. In 1974, following the death of his sister, Polly Morledge Hampton, Charlie and his family were blessed with the addition of Scott, age 6, whom they raised and adopted.

After graduating from Senior High School in 1945, he completed his undergraduate studies at the University of Colorado and Montana State University. He earned his M.D. from George Washington University in Washington, D.C. in 1952, then completed an internship at the Public Health Service Hospital in Norfolk, Virginia. He practiced general medicine with the U.S. Public Health Service at Kiowa Hospital in Lawton, Oklahoma and with the U.S. Coast Guard in Portland, Oregon. He then completed his residency in ophthalmology at the University of Iowa Hospitals in Iowa City, Iowa. In 1958, he returned to Billings to join his father's medical practice, establishing the ophthalmology practice continued today by his son, Scott Morledge-Hampton. Charlie was a devoted practitioner, working to save his patients' vision and often helping patients pro bono. He and his brother, Tom, and his son, Scott made trips to Haiti to serve patients in need. He also served in numerous professional organizations: the Montana and the American Academy of Ophthalmology; the Yellowstone Valley, Montana and American Medical Associations; and the American Society of Cataract and Refractive Surgery. He was a president of the Montana Academy of Ophthalmology and of the Billings Deaconess Hospital staff.

He devoted his time and energies to his family and his community, inspired by a never-failing generosity of spirit. He and his wife were especially fond of Rocky Mountain College, where he served on the National Advisory Council and became a trustee in 1995. With his wife, Patti, and his children, he helped ensure the beautification of the campus.

For his many efforts in support of Rocky Mountain College, he was awarded an honorary doctorate in humane letters. He also was inducted into the Rocky Mountain College Alumni Hall of Fame for his loyalty to and belief in Rocky Mountain College.

Charlie's intellectual curiosity was a major factor in his life, leading him to many endeavors that enriched his and others' lives. At one time, he served as moderator in the First

Congregational Church. He enjoyed numerous pursuits, which he always attacked with passion. He and his son, Scott, shared a love of flying, which Charlie began in his 60s, earning numerous ratings, including certified flight instructor. He and his wife loved motorhoming and the adventures they had along the way. He enjoyed golf and hiked many mountain trails. He read and followed history and current events. He remained a vital member of his world. He was always dedicated to his wife, Patti, his children and grandchildren.

He was preceded in death by his parents, his infant daughter, Robin Anne, his brothers John and Roy, Jr. and his sister, Polly.

He is survived by his wife, Patti; his children, Bonne Morscheck (Tom) of Spokane, Washington, Marilyn Kohles (Jim) and Scott Morledge-Hampton (Diane) of Billings; his grandchildren Heidi and Luke; Lisa, Jimmy and Jack; Sara, Benjamin, Charles Calvin, Nicholas and Abigail; and great-grandchildren Trystin, Lilah and Eben; and brothers Thomas (Lynn) of Billings and David (Renata) of San Jose, California..

Roy Earl Dirkes July 18, 1961 - July 28, 2007

Roy Earl Dirkes, 46, of Great Falls, a pilot and airplane mechanic, died in a motorcycle accident July 28 at Freezout Lake.

Roy was born July 18, 1961, in Great Falls, MT, and was raised in Power, MT. He attended Power and Greenfield elementary schools and graduated from Fairfield High School and Helena Vo-Tech, where he received certification in aircraft repair and maintenance.

He married Barbara (Johnson) Fontaine on February 12, 2000, at the Central Assembly of God Church in Great Falls.

During his life, Roy farmed, worked as a truck driver, was a skilled pilot, and on the day he died, had achieved his dream of becoming a flight instructor. He also worked as an airplane mechanic and was manager of the Choteau airport.

He was excited and looking forward to going on a mission trip to Moldova this fall, and enjoyed flying his plane, motorcycle riding, water skiing, boating and fixing motors.

He particularly enjoyed harassing and teasing his family and was affectionately referred to by his daughter as the "Bigger Brat."

Survivors include his wife of seven years, Barb Dirkes of Great Falls; a daughter, Kendra (Jake) Campbell of Missoula; a son, Cory Fontaine of Great Falls; sisters Deanna (Michael) Babb of Great Falls and Elaine (Philip Brumwell) Dirkes of Choteau; a brother Travis (Lucia) Dirkes of Boise, Idaho; granddaughter Aislynn and grandson Rylan; and numerous nieces and nephews who thought the world of the "Big Guy."

Roy was preceded in death by his parents, Francis and Elsa Dirkes.

Our heartfelt condolences to the Morledge and Dirkes families.

Montana Pilot Killed in Ohio Air Show Crash

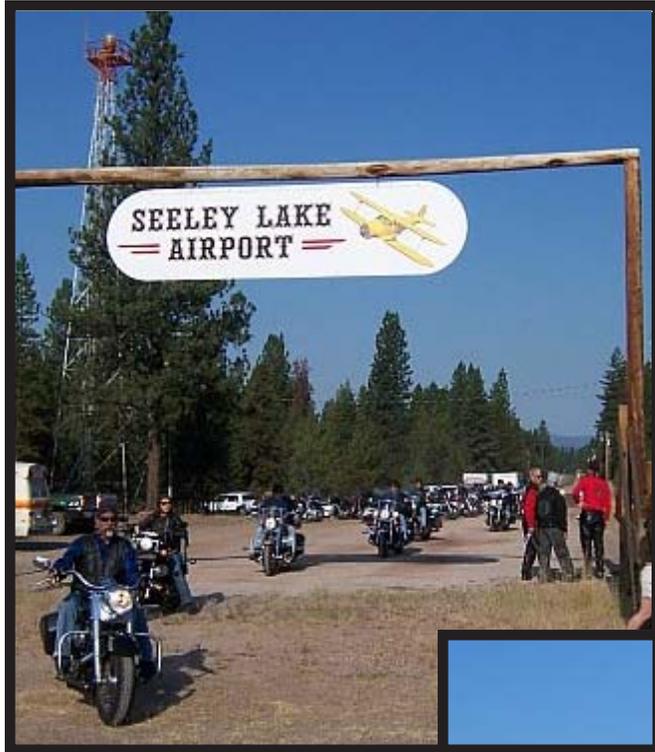
A biplane performing stunts for an air show crashed into a runway on July 26. Jim LeRoy, 46, who owned Bulldog Air Shows in Missoula was performing “Mary’s Lamb” at the Dayton Air Show when his Pitts aircraft crashed into the runway across a field from spectators and caught fire.

Jim LeRoy had been around aviation all of his life. A third generation pilot, Jim got an early start with flying thanks to his family. After graduating from high school, Jim enlisted in the Marine Corps where he served with the 1st Battalion, 5th Marine Regiment. Jim earned his instrument rating, commercial license, and flight instructors rating through the Marine Corps Flying Club located at Camp Pendleton. He then began working as a flight instructor for the club, giving checkouts and primary instruction. It was in 1982 when Jim began to dabble in aerobatics at Art Scholl Aviation in Rialto, California. In 1985, Jim, now a Sergeant, received an honorable discharge and left the Marine Corps to attend the University of Illinois at Champaign/Urbana, Illinois. Jim majored in Aeronautical Engineering with a special interest in flight control and propulsion. After earning his degree, Jim worked for GE Aircraft Engines as a design engineer and later accepted a position as plant manager for a power plant located in northern California. Jim worked at this plant until leaving in 1997 to work full time as an air show pilot.

Jim LeRoy was the 2002 recipient of the Art Scholl Award, and the 2003 recipient of the Bill Barber Award, the two most coveted honors an air show performer can receive.

Our thoughts and prayers are with the LeRoy family.

HOGS Stop at Seeley Lake Airport



Did you ever wonder what 300 Harley’s would look like on an airport? On July 26, the Harley Owners’ Group (HOG) found themselves on the Seeley Lake airport with close to 500 persons and 300 bikes. The group was on it’s coast-to-coast tour from Wilmington, Delaware to Portland, Oregon and chose the Seeley Lake airport for its only official photo shoot during the ride. Riders began gathering around 8:30 a.m. for coffee, juice and donuts in anticipation for the 9:15 a.m. photo. Thanks to Mike Lindemer, Wade Cebulski and Bob Thorne for their help in arranging for the refreshments and working with the photographers and event organizers to complete the logistics. It was quite the site to see!



MDT Staff Attend Search and Rescue Course

Shirley Bird, Jeanne MacPherson and Max Murphy of MDT Aeronautics Division and Charles Fligel, the MDT Aeronautics volunteer search coordinator for District #13 (Deer Lodge, Beaverhead, Madison, Silver Bow and Jefferson County) all attended the five day inland search and rescue course held at Fort Harrison July 23- 27. The graduate level course was geared for those with experience in operational search management.

The inland search and rescue course was put on by the National Search and Rescue school of the U.S. Coast Guard Training Center located in Yorktown, Virginia. The instructors were Lt Col Eric Steward and TSgt Jennifer Lyons from Yorktown.

The course consisted of classroom and practical lessons including; search pre-plans, decision making guidelines, agreements and relationships with other SAR agencies, how an agency organizes a search and recent search missions, **an open mind was a prerequisite.**

Participants included MDT Aeronautics personnel, Sheriff Deputies from Montana and Idaho, the Marine Corps Air Station of Yuma, AZ and Civil Air Patrol members from Montana, Utah, Washington and Idaho.

There has been a change in the location of the United State's inland search and rescue coordination center which was located in Langley, Virginia. The Air Force Rescue Coordination Center (AFRCC) which serves as the single agency responsible for coordination on-land federal SAR activities in the 48 continuous United States is now located at Tyndall Air Force Base in Florida.



Max Murphy (MDT Aeronautics) is paying particularly close attention to the press release that Shirley Bird (MDT Aeronautics) is presenting concerning the overdue aircraft in the simulated SAR exercise.



A tabletop exercise for a missing aircraft with the "on scene SAR team" is being conducted at the SAR school held at Fort Harrison in Helena.

Rocky Aviation Program Signs Agreement

The Aviation Program at Rocky Mountain College has signed an articulation agreement with Green River Community College in Auburn, WA, which is near Seattle. GRCC offers a two-year degree in aviation. Now students can transfer to Rocky for the remaining two years of their bachelor's degree program, knowing ahead of time that their course work will transfer and they will graduate on time. Both colleges have closely examined each others' curriculum to ensure a seamless transition for transfer students.

Many professional pilot careers such as the airlines, the military and corporate flying require a 4-year degree. Students from GRCC can now take advantage of the advanced training and course work offered at Rocky, to help further prepare them for their futures. Rocky has a 100% job placement rate for aviation students after graduation.

Rocky offers advanced courses in Crew Resource Management (CRM) and glass cockpit operations, which are highly desired by regional airlines such as SkyWest and Horizon. CRM teaches pilots how to work together as a crew during high-pressure situations. Unfortunately, "pilot error" in decision making often is part of the cause of accidents.

Rocky is well known for their glass cockpit training, both in the airplanes and in simulators. Glass cockpits have computer screens instead of traditional round dials, in addition to advanced weather and global positioning systems. Dan Hargrove, the Director of Aviation at Rocky, said, "Students from Green River can take advantage of our high tech advanced courses while benefiting from the broad liberal arts education at Rocky. They will come to us with a great foundation, and leave two years later ready for competitive careers."

The first two students from Green River Community College are entering Rocky's aviation program this fall. In five northwestern mountain states, there are only a couple of four-year aviation programs. "This agreement gives career options to strong students from the Seattle area wanting a 4-year degree with the added bonus of studying in Montana and taking in all that Rocky has to offer," Hargrove added.

Valuable Training Offered at Mountain Search Pilot Clinic

Time is growing near for the 29th annual Mountain Search Pilot Clinic (MSPC) please ensure that your calendars are clear and plan to participate in this year's MSPC. The dates are; September 7, 8 and 9. The MSPC will be based out of Helena. The purpose of the MSPC is to train volunteer pilots to safely and efficiently conduct a search and locate a missing aircraft in Montana's terrain.

The pilots attending will receive two hours of flight instruction (each flight will be with a different flight instructor), MDT Aeronautics Division will furnish the aircraft. The dual flight instruction will introduce mountain flight, canyon flight and canyon turns, contour search and locating an overdue aircraft.

Pilots will also train in advanced emergency location (ELT) both at ground school and in field training and participants will put their survival tactics to work in the survival portion of the clinic.

The MSPC fliers are in the mail for all Montana registered pilots if you did not receive one or if you have any questions, please feel free to call Jeanne MacPherson at MDT Aeronautics Division, (406) 444-2506 or email at: jemacpherson@mt.gov.



MOMS Club Tours Airport

Each one, teach one! Young people love aviation! The MOMS Club international brought their children to the annual aviation field trip at MDT Aeronautics Division. Aeronautics has acquired an addition to the aviation education program for young students. Don Paul (retired FAA) of Helena, donated a home built P-51 to the division for our aviation education program. The P-51 has working lights, airplane noise, a headset, a stick and folding wings and has airworthiness documentation! Thank you, Don, the P-51 is a huge hit with the children!



Thumbs up! Aviation is the way to go!

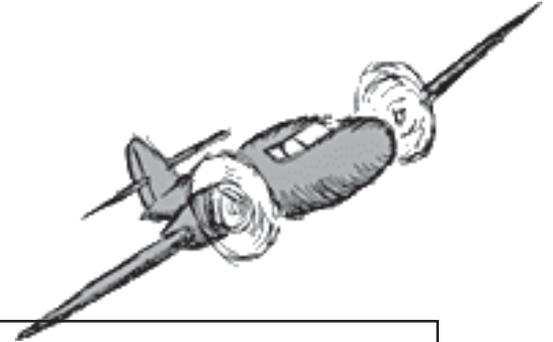


A future "Top Gun" pilot tests out the P-51 donated to Aeronautics by Don Paul of Helena.

Flying With a Cold a Bad Idea For Pilots

The weather is warm, but your throat is sore, you have a headache, your nose and chest are congested, and you're tired—it's a summer cold. What potentially happens next is a sinus infection, and with that a more complex set of problems for aviators. Even with antibiotics, the symptoms—which can reappear at altitude even though the pain may have subsided—can last for several days. A cold is proper cause for temporarily grounding yourself from flying. Don't risk impairing your performance and decision-making abilities by flying after taking unapproved over-the-counter medications.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696. MDT produces 2,700 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$1,053. This includes \$700 for postage.



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