



## A Dynamic Time for Women in Aviation!

On March 13 – 15, Jeanne MacPherson participated in the 19<sup>th</sup> Annual International Women in Aviation (WAI) Conference held in San Diego, California. A record setting attendance was reached for the three-day event with 3,320 women, men and exhibitors.

WAI President, Dr. Peggy Chabrain said of this year's conference, "This a dynamic time for Women in Aviation International, as we continue in our mission to spread the word about the passion, excitement and career opportunities that aviation offers to more and more women."

Jeanne participated in a group of three FAA representatives and 23 National Association of Flight Instructors (NAFI) from 11 states. The group put on a first rate professional flight instructor revalidation clinic (FIRC). Jeanne drew the topic of the Federal Aviation Regulations and with the consultation of experts including her husband, Bill, Jeanne managed to make the FARs a topic of interest, even laughter with a group participation session. The group especially enjoyed the Montana pictures that illustrated the regulations that were covered.

Jeanne also participated in a two-hour "Ask the Master Flight Instructors" roundtable session. The session provided new pilots and pilots in training with information and a "you can do it" attitude. The impact of mentoring is evident and this session was excellent in promoting general aviation.

Another fan of Aviation, Susan MacPherson (Jeanne's mother), was a first time attendee at the WAI conference. Susan is a fan of Col. Pamela Melroy, astronaut and Mission Commander of the International Space Station Mission. Susan's sister, Sally La Shomb was one of Pamela's Junior High School teachers. It was serendipitous that Col. Pamela Melroy was a key note speaker at this year's WIA conference. Some of the other high points of the conference included a birthday bash for legend Chuck Yeager, talking with Martha and John King of the King Schools and attending a Gala at the San Diego Air and Space Museum with the chance to meet some of the real aviation legends. On Saturday evening, nearly \$700,000 in scholarships were distributed to WAI members, both female and male..

Someone said it best when they said, "My Woman in Aviation membership is a statement that says, I believe in aviation and I want others to believe in it, too!"



*Jeanne MacPherson (center) with Martha and John King.*



*Susan MacPherson (l) with Astronaut Col. Pamela Melroy.*

# Administrator's Column

**FAA Reauthorization Tabled:** While Senate Finance Committee Chairman Max Baucus, Ranking Member Charles Grassley, Senate Aviation Subcommittee Chairman John Rockefeller and Ranking Member Kay Bailey Hutchison are to be commended for their leadership in orchestrating a compromise to get the FAA reauthorization bill to the Senate floor for consideration, the measure failed 49 to 42, mostly among party lines and with the threat of a White House veto. The bill has been the source of much partisan bickering during the past few weeks. Debate over many issues unrelated to aviation helped sink the bill. The FAA is currently operating under a continuing resolution through June 30, 2008 likely to be extended through the current FAA authorization through September 2009. The ability to reconsider the bill is an option, but probably not a realistic one at this late date. There are many controversial issues yet to be considered by this the 111<sup>th</sup> Congress. The reality is that the industry must begin and is in planning stages to work with the new president and the 112<sup>th</sup> Congress.

**English Proficiency Endorsement Needed for International Flying:** ICAO Standards require private, commercial, ATP, flight engineers, flight navigators and control tower operators that operate internationally to have a certificate with an endorsement of English language proficiency. The original compliance date of March 5, 2008 has been extended until March 5, 2009. The FAA began issuing all new certificates with this endorsement on February 11, 2008. Certificates that are ordered as regular replacement certificates will include the endorsement. You can order on-line or by e-mail at: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/) You will be asked to register with online service if you haven't already. There is a \$2 fee for replacement certificates. If you have questions, contact the Airmen Certification Branch toll-free at (866) 878-2498.

**Delta/Northwest merger:** Senate Aviation Subcommittee Chairman John Rockefeller told both Delta and Northwest CEOs that he was not inclined to challenge the merger agreement. Senator Rockefeller said he would not "discount entirely" the prospect of reregulating airlines, especially if service to small and medium-sized communities deteriorates severely. Senators at the recent hearing looked for assurances that the merger would not reduce jobs or service to their communities. Delta CEO Richard Anderson and Northwest CEO Doug Steenland said the sustained high fuel prices could reduce the frequency of some less profitable routes, but said flight options for travelers will rise and that about 1,000 corporate jobs would be cut. The combined airline would be named Delta, be based in Atlanta and run by Anderson under the terms announced last month.

**Congratulations Missoula:** At the FAA Northwest Mountain Region Airports Conference last month, Cris Jensen, Missoula Airport Director, accepted the annual Montana airport award from Donna Taylor, Airports Division Manager and Dave Stelling, Manager, Helena ADO for outstanding achievement in enhancing safety of the Missoula International Airport. During the fall of 2007, the airport completed re-grading of runway 29 safety area; relocated the Instrument Landing System (ILS) localizer antenna array and shelter; and rehabilitated runway 11/29 lighting and pavement to better serve Missoula County, the City of Missoula and the surrounding communities. The projects required a substantial commitment from Cris and his staff to ensure the successful completion. Many congratulations for this outstanding work.



## *Montana and the Sky*

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# Calendar of Events!

**May 24-25** – Spotted Bear Work Session. For further information, contact Perry Brown at (406) 892-3996.

**June 13 – 14** – Missouri Breaks Winifred (9S7) Fly In – June 13 - camp and cookout at Cow Creek Airstrip; June 14 - flying the Breaks and returning to Winifred for hamburgers and hangar talk; June 15 – Depart for home – fuel available. For more information, phone Ralph Rogers at (406) 462-5487

**June 14** – Lewistown Airport Fly In breakfast, 7:00 – 11:00 a.m., Young Eagle Rides and other activities and displays, 7:00 a.m. - noon. Held in conjunction with Pioneer Power Days. For further information, phone Jerry Moline at (406) 350-3264.

**June 14** – Poker Run – Great Falls to Lewistown.

**June 14-15** – Father’s Day Fly In – Twin Bridges (7S1) – potluck pig roast Saturday night – pancake breakfast Sunday morning with pilot games that afternoon. For more information, call Kendra Horn (406) 684-5335 or email [kendra@rubyvalleyaviation.com](mailto:kendra@rubyvalleyaviation.com).

**June 21** – Plains Airport Fly In breakfast. 8:00 a.m. – 12:00 p.m. For further information, phone Randy Garrison at (406) 826-3605 or email [printery@plainsmt.net](mailto:printery@plainsmt.net).

**June 21** – North Central Hangar Fly In breakfast and Big Boys Toy Show, Big Sandy Airport. Breakfast served from 7:00 – 11:00 a.m. Flour bombing and spot landing contests. For further information, contact Darren Huestis at [darren.huestis@nuwaveservices.com](mailto:darren.huestis@nuwaveservices.com).

**June 24 – 27** – Air Race Classic, starts in Bozeman, finishes in Mansfield, MA. On **June 21** a barbeque will be held in Bozeman and on **June 22** a banquet, both the barbeque and banquet. To make reservations or find out more, contact Linda Marshall at (406) 388-7668 or email [linda99s@msn.com](mailto:linda99s@msn.com). For complete race information visit [www.airraceclassic.org](http://www.airraceclassic.org).

**June 25-26** – A B-25, B-17, B-24 and a P-51C will be on display at Glacier Park International. The Collings Foundation Aircraft will be at the Semi Tool Hanger (Gate 7). The planes will be open for tours from 12:00 - 5:00 p.m. on the 25th and 10:00 a.m. - 5:00 p.m. on the 26th. For more information, call John Gisselbrecht at (406) 755-2238.

**June 28** – Seeley Lake Flying Club Fly In and BBQ – Seeley Lake Airport (23S) – camping at new pilot camping area. For further information contact Kal Kovatch (406) 677-2932 or email [kkovatch@blackfoot.net](mailto:kkovatch@blackfoot.net).

**June 28** – Hardin Fly In breakfast, 7:00 – 10:00 a.m. Held in conjunction with Little Big Horn Days ([www.custerslaststand.org](http://www.custerslaststand.org)). A parade will be held at 10:00 a.m. and a host of other activities throughout the day. For those that want to attend the Custer’s Last Stand reenactment transportation will be provided to the site. Will recognize the best antique/classic, experimental and contemporary airplane. For further information, phone Bob Crane at (406) 665-1006.

**June 28-29** – Meadow Creek Work Session. For further information, contact Perry Brown (406) 892-3996.

**July 4** – Townsend Fiesta Fly-In breakfast 8:00 – 11:00 a.m., for further information, phone Neil or Karen Salmi at (406) 266-5400 or email [neilsalmi@yahoo.com](mailto:neilsalmi@yahoo.com).

**July 12** – Del Bonita Work Session. For further information, phone Jim Greil at (406) 444-2506 or email [jgreil@mt.gov](mailto:jgreil@mt.gov).

**July 18-20** – Schafer Meadows Work Session. For further information, phone (406) 444-2506.

**July 20** – St. Ignatius (52S) Good Ole Days Fly In, 7:00 a.m. to noon. Pancake breakfast, Young Eagle flights, door prizes including 10X’s 10 gallons of Avgas.

**August 3** – Lions Club Pancake Breakfast Fly In, Hysham Airport – 7:00 a.m. – 12:00 p.m. – For further information, phone Bob Miller at (406) 342-5252.

**August 14-15** – 2008 Aviation Career Academy. Share the excitement of the aerospace industry! Students in 7th, 8th & 9th grade (for the school year 2007/2008). Academy is \$125 with a one page essay on your aviation interests (without essay \$175), includes cost for hotel for the night of August 14. For an application, visit [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/) or call (406) 444-2506.

**August 15-17** - Yellowstone Airport Fly-in. A fun time fly-in to just enjoy the area, free camping for pilots flying in, as well as a barbecue hosted by the Montana Department of Transportation Aeronautics Division. Come out and enjoy music in the park with local bands performing bluegrass and folk music on the 16th. For further information, phone Tony Bean at (406) 646-7631 or email [abean@mt.gov](mailto:abean@mt.gov).

**August 16** – Polson Fly In – Polson (8S1) pancake breakfast, lunch and Soroptomist’s Wine Festival.

**August 15 – 17** – Montana Fun Weekend – Cut Bank (CTB). For further information, go to [www.cutbankairport.org](http://www.cutbankairport.org).

# A Great Year to Visit Yellowstone Airport!

By: Tony Bean, Airport Manager

This will be a great year for flying into West Yellowstone. The Airport has a new restaurant operator offering a traditional menu of breakfast, lunch and dinner for the casual weekend flyer. There is also a multitude of unique special events in the area this year.

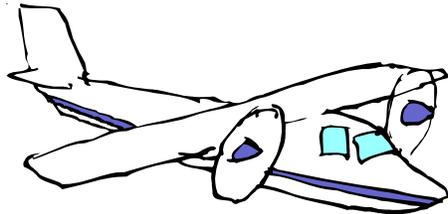
This summer is the Centennial celebration of West Yellowstone. The first passenger train pulled up to the Union Pacific Depot on June 11, 1908. West Yellowstone will host many different events connected to the Centennial throughout the summer. To help plan activities that you can fly to and enjoy in the area go to [www.destinationyellowstone.com](http://www.destinationyellowstone.com).

One event you won't want to miss is the Yellowstone Airport Fly-In scheduled for August 15 -17. This will be a fun time to fly-in and enjoy the area. We will offer free camping for pilots flying in, as well as a barbecue hosted by the Montana Department of Transportation Aeronautics Division. You can also head in to town and enjoy music in the park with local bands performing bluegrass and folk music on the June 16.

For any other information on flying in to the Yellowstone Airport and/or planning a fun weekend trip to the area, please call the airport (406) 646-7631. We look forward to a great year and hope to see all of you this summer.



*Yellowstone Airport is owned and operated by the Montana Department of Transportation Aeronautics Division and is open from approximately May 1 through November 1 (due to heavy snowfall). For further information phone Airport Manager, Tony Bean (406) 646-7631.*



## Spring Time Beacon Maintenance?



*Mike Rogan and Ken Wilhelm battled through 10 feet of snow to perform routine maintenance on the Lookout Pass airway beacon this past April. The use of snowmobiles and snow shoes are a necessity during winter time maintenance trips and at times a necessity on those spring time trips! Pictured is Mike Rogan.*

### Airport Surplus

The division now has airport surplus available to Montana airports. If you have surplus equipment that you would like to include please, email Mike Rogan at [mrogan@mt.gov](mailto:mrogan@mt.gov) or call (406) 444-2506. Check out available surplus at [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/) go to airport surplus.



# Flying the Montana Sky

By Amanda Breitbach, Ranger-Review Staff Writer, reprinted with permission



*Darin Meggers poses with an Aviat Husky, the lightweight aircraft used to fly over the pipeline.*

Darin Meggers, 22, has been going up in small airplanes with his dad, Baker pilot Roger Meggers, since he was five or six years old. He started flying when he was 16.

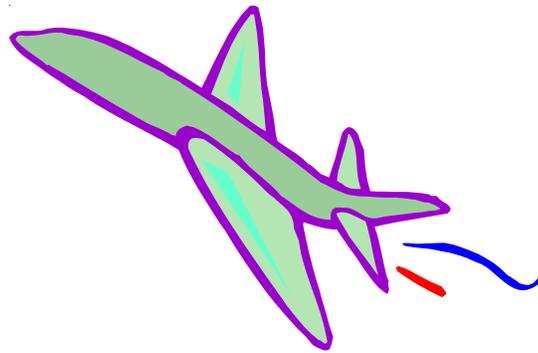
Currently, Darin flies for his dad, owner of Baker Air Service which holds the contract to fly over the Poplar System oil pipeline running from just south of the Canadian border to Baker for Bridger Pipelines. The Poplar System line gathers crude oil from the Wascana Pipeline at the Canadian border and also at Poplar, Richey and Glendive for delivery to the Butte Pipeline at Baker.

Darin has been trained to look for problems along the line, including exposed pipe, erosion, unauthorized excavation, fires and oil leaks. On average, he flies over once every ten days, heading north from Baker and turning around at the Canadian border.

During a normal flight, the pilot has a checklist of 50 rectifiers that mark the pipeline. In the south, those markers are spaced every two or three miles, but at the northern end of the route, only two rectifiers account for 30 miles of line. The checklist is then faxed in to Bridger Pipelines, confirming that the rectifiers are spinning, which means they have power and are operating.

Usually the flight is fairly routine, but on one occasion Darin flew into an intimidating situation. After flying the pipeline north, he landed to drop off some parts in Dickinson, N.D. There he was detained while the U.S. Department of Homeland Security and the Border Patrol worked to establish his identity and purpose. Border authorities tracked the pilot down after noticing a small, unidentified plane pop up on radar at the border and then disappear again. As Baker Air Service does have a waiver on file with the Federal Aviation Authority, Roger Meggers was able to straighten out the problem and Darin was released.

In addition to flying the pipeline, Baker Air Service provides chartered flights and spraying services, as well as Piper Super Cub and general aviation repair.



## In Memory



George Albert Wetherell IV died Wednesday evening, April 23, 2008, at his home in Butte.

He was born May 5, 1938, in Hannibal, Mo., to George and Alge (McCune) Wetherell. His family owned the railroad from White Sulphur Springs to Ringling and George attended schools in White Sulphur Springs.

George was a very quiet and reserved, yet very loving man. He loved to fly and earned his private pilot license at age 16. He worked as a flight instructor and jumper pilot in Missoula and West Yellowstone. He served 32 years as corporate pilot for the Montana Power Co., retiring as chief pilot in 2000.

Following his retirement, he worked as a pilot for Coyote Aviation.

George loved motorcycles and owned his first Harley Davidson at the age of nine. In retirement he enjoyed his Road King along with Lucy on her Sportster.

George is survived by his wife of 46 years, the former Lucille Keefe. Also surviving are his children and their spouses, George and Penny Wetherell of Salt Lake City, Joel and Nicola Armstrong of Spokane, Victoria Bates of Anchorage, Alaska, and George Wetherell of Coeur d'Alene; grandchildren George "Bubby" and Mandi Wetherell; Sarah and Joe Armstrong; Randi, Melissa, Stephen and Chelsea Bates; and Bryce Wetherell; brother, Gary Wetherell of California; sister and brother-in-law, Kay and Wally Buckingham of Billings; and several nieces and nephews.

We offer our deepest sympathy to the entire Wetherell family.

# NTSB Releases 2007 Aviation Accident Statistics

The National Transportation Safety Board released preliminary aviation accident statistics for 2007. The following is the summary of the statistics:

- Part 121 – Airlines – 24 nonfatal accidents
- Part 121 – Nonscheduled Aircraft – 1 fatality
- Part 135 – Commuters – No fatalities
- Part 135 – Operations – 43 fatalities (62 accidents, 14 fatal accidents)
- General Aviation – 491 fatalities (1,631 accidents) – lowest annual total fatalities in more than 40 years
- Foreign Registered Aircraft – 3 fatalities (1 fatal accident)
- Unregistered Aircraft – 7 fatalities (14 accidents, 6 fatal)

The Safety Board's aviation accident statistics show that in 2007, there were 24 nonfatal accidents involving Part 121 airlines (aircraft with 10 or more seats). One fatality occurred involving a nonscheduled Part 121 aircraft when a mechanic was fatally injured while working on a Boeing 737 in Tunica, Mississippi.

No fatalities occurred among Part 135 commuter operators (fewer than 10 seats). However, on-demand (charters, air taxis, air tours and medical services when a patient is on board) Part 135 operations reported 43 fatalities (62 accidents, 14 fatal accidents), up from the 16 fatalities that occurred in 2006.

While the overall number of general aviation accidents rose from 1,518 in 2006 to 1,631 in 2007, the number fatalities in 2007 was down from 703 to 491 (a 30 percent decrease), making it the lowest annual total in more than 40 years.

Foreign registered aircraft accounted for 11 accidents in the U.S. in 2007, with 3 fatalities from a single fatal accident. Of the 14 accidents involving unregistered aircraft, 6 were fatal and resulted in 7 fatalities.

The 2007 statistical tables can be found on the NTSB website.

## Deer Lodge Airport Continues to Grow



*The Deer Lodge Airport continues to grow and improve customer satisfaction. Here are two examples. The Airport recently installed a new automated credit card fueling system and acquired a new courtesy van with the assistance of a Montana Aeronautics Division grant. Congratulations Deer Lodge, and keep up the good work!*





Montana pilots will be happy to know that the Hangar Cafe at the Hamilton Airport is now open again and under new management. Several members of the Montana Pilots Association and EAA Chapter 517 flew into Hamilton on Sunday, March 9 to enjoy some great food. They called ahead to warn Candy, the manager, that they were coming because they knew they would fill the entire restaurant. Some items on the menu that seemed to be especially popular were huckleberry pancakes, a hefty breakfast burrito and a tasty Hangar burger. The restaurant opens at 7 a.m. daily. The phone number is (406) 363-4317.

*Son: "Dad when I grow up, I want to be a pilot!"*

*Dad: "I'm sorry son, you can't do both!"*



# Montana's Backcountry Airstrips Are Calling Your Plane

*By: Jeanne MacPherson, chief, Safety and Education Bureau*



As this long, unruly spring gives way to summer and Montana's backcountry airstrips appear from beneath the snow, many pilots are looking forward to spending some quality time off the beaten path. Let us all plan ahead to make our trips safe and to fit in wisely with the landscape.

A major priority of MDT Aeronautics Division, the Montana Pilot's Association, the Recreational Aviation Foundation and the Montana, US Ranger Districts is to

show respect for everyone's backcountry experience. Please put that in the fore front of your flying the backcountry, be courteous to others and help promote a good aviation image. Practice the leave no track, fly it in and fly it out rule and abide by all State and Federal regulations and recommendations regarding the use of aircraft.

Keep the number of takeoffs and landings to minimum and use non-wilderness airstrips for proficiency training. Montana has many airstrips to practice the proficiency of short and rough airstrip takeoff and landings. Prepare yourself by flying a stabilized, constant airspeed, controlled descent and spot landing. Be familiar with the practices for each specific airstrip. Seek the advice of experienced instructors familiar with the backcountry airstrips that you plan to use.

In the backcountry use the 122.9 MHZ frequency. Let others know where you are. Avoid buzzing anything, and keep airplane noise to a safe minimum. When you arrive at the airstrip, announce your intentions, fly a standard or recommend pattern and check the airstrip for people, wildlife, stock, obstacles, runway conditions and the wind direction. After touchdown, taxi slowly and be alert.

Above all make your backcountry experience safe. Before departing for the backcountry where you will be flying much closer to the rocks and trees, it is advisable to work out some of your winter kinks by getting to know your plane again. Practice slow flight, in straight and level flight, and in turns in-both clean and in "dirty" configuration. Also, review your aircraft performance charts. It is very important to review the effects of density altitude.

Know where you are going. Know the lay of the land, peaks and drainages. Navigate by pilotage, and know all the specifics of the airstrips that you will be using.

Once you are ready to go, remember your airplane and all parts are subject to more vibration in the backcountry airstrips, tighten anything loose on your airplane and secure anything loose inside the airplane.

Know how much fuel you have in your tanks and know your aircraft's fuel consumption. For backcountry flight, keep your aircraft as light as possible without sacrificing fuel needs and a survival kit. **Remember, a survival kit is what you have on your body.** And remember to take your own aircraft tie downs.

It is very important that you are looking through a clean windscreen. A dirty windscreen can be a hazard, especially early in the morning or in the evening light. When cleaning your windscreen rub up and down to avoid rings that are hard to see through.

A great way to get involved in backcountry flying is to volunteer to help with the airstrip maintenance. There are several work parties each year. Check out the aviation calendar of events for the dates.

Like all disciplines, mountain flying is a life time learning experience; know yourself, your airplane and the environment that you are flying in. Please fly safe and be considerate of other backcountry users.

# We'll Make You Famous!

Okay, maybe *you* won't be famous, but your pictures might be! The Montana Aeronautics Division is currently working on the next installment of the Montana Aeronautical Chart due out in January 2009. As you are already accustomed to, the cover features a WAC scale aviation map and the back features a pictorial evidence of what we Montanans consider "Just another day in the Last Best Place."

Obviously, we would prefer the majority of the photos be aviation related, however, since aviation is one of the best ways to access all that there is in Montana (from secluded camp sites and fishing holes to the best \$100 hamburger in the mountain time zone), we welcome pictures depicting the true essence of Montana, as well.

Digital pictures format is preferred, though other formats will be accepted. Submit your photos to Max Murphy at [mmupphy@mt.gov](mailto:mmupphy@mt.gov) or P.O. Box 200507, Helena, MT, 59620-0507. The deadline for submissions is August 29, 2008.

Also new this year - the Aeronautics Division will be listing all private use airports in the aeronautical chart. Because we receive numerous requests from pilots wishing to contact the owners these private use airstrips, with the owner's permission, we would like to include contact phone numbers for each of the airports. We will be contacting all private airstrip owners to request permission to include phone numbers. Owners can also contact Max Murphy directly at (406) 444-2506.

We look forward to seeing what *you* have seen in our big Montana skies!



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 2,400 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$936. This includes \$565 for postage.

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