



## Weather Doesn't Dampen Schafer Work Session

This year's work session for Schafer Meadows was small but managed to accomplish a variety of tasks. For most of Friday, the weather was marginal VFR with mountain top obscurations and occasional showers.

Nonetheless, there were a little over a dozen volunteers that started the work bright and early on Saturday morning with a couple late arrivals after the low clouds and fog cleared.

There was plenty of work to be done so the crew got right to it. Cleaning the bathrooms and bear boxes, offsetting the cones, cutting wood (the wilderness area way), and changing the windsock was some of the work that was accomplished.

By mid-morning, the fog had given way to sunshine and warm temperatures. That was good news for the volunteers and all but guaranteed the arrival of Loren Smith and his traditional feast. And feast we did! Consistent with past practices, Loren arrived on-schedule and provided an excellent meal with all the fixin's including a staff of volunteers to prepare, serve, and clean-up. As always, thank you Loren and staff!

Thanks to all the volunteers that pitched-in to keep the Schafer Meadows experience memorable. And special thanks to District Ranger Deb Mucklow Starling and her staff for their continued support.



*The "early" workers.*



*At Schafer, it's always a team effort.*



*The view on Saturday morning.*

# Administrator's Column

**FAA Reauthorization:** The FAA bill expires Sept. 30. The deadline has flown under the radar for most of the year as lawmakers have focused on the highway funding measure, which initially had a May 31 deadline. There are rumors that a House markup scheduled to consider the FAA bill in September will be replaced with a hearing on the highway bill. Complicating matters further is a push from House Republicans to privatize some functions of air traffic control. The FAA's last funding, in 2012, was passed following 23 short-term, painful extensions that resulted in a partial shutdown of the agency. Let's hope for quick passage of a multi-year bill when Congress returns.

**Pilot's Bill of Rights:** General aviation groups responded to a scathing letter sent to all U.S. Senators by the Air Line Pilots Association (ALPA) that contained untrue information regarding efforts to reform the FAA medical certification process. This is the first time ALPA has provided a position on the bipartisan effort that has been ongoing for the past four years. The other two air carrier unions have been working with the GA communities in support of the initiative. The Pilot's Bill of Rights has been introduced by Sen. Jim Inhofe as the FAA rulemaking process has stalled out at the Department of Transportation. Over 16,000 comments were filed in support of the petition. Safety facts support the proposed revisions to the medical requirements which in part would allow pilots who make noncommercial VFR flights in aircraft weighing less than 6,000 pounds with no more than six seats an exemption from the third class medical certification process.

**Airport Cooperative Research Program (ACRP):** The program is looking for potential synthesis topics for the next fiscal year. Submissions will be accepted until Wednesday, October 7, 2015. The ACRP is an applied research program with the objective of developing near-term solutions to issues facing airport-operating agencies. The ACRP undertakes research and other technical activities in a variety of airport-related areas, including operations, design, construction, engineering, maintenance, human resources, administration, policy, planning, environment, and safety. Syntheses are state-of-the-practice reports prepared under contract by outside individuals or firms. These reports seek to locate and assemble information; to learn what practice has been used; to identify ongoing and recently completed research; to learn what problems remain largely unsolved; and to organize, evaluate, and document the useful information acquired. They do not undertake new research, nor do they contain policy recommendations. Syntheses describe and document current practice in a given area. They highlight practices that are viewed as successful. To submit an ACRP synthesis topic go to: <http://www.trb.org/Studies/Synthesis/SynthesesSubmittal.asp>. A synthesis topic may also be submitted via e-mail to [gstaba@nas.edu](mailto:gstaba@nas.edu). If you have questions contact Gail Staba, ACRP Synthesis Program (202) 334-2442. See current ACRP synthesis topics at: <http://www.trb.org/SynthesisPrograms/ACRPSynthesisCompletedStudies.aspx>.

**Neptune Aviation adds routes:** Missoula's Neptune Aviation, best known for its red and white firefighting airtanker fleet, also operates a passenger air charter service. Beginning September 3, Neptune will provide two round-trip flights per week between Missoula and Billings on Tuesdays and Thursdays. This is a membership-based service offering either one, two or four round-trip flights per month to Billings. Monthly prices start at \$750 and go up to \$2,800. For more information contact Kevin Condit at (406) 542-0606.

**"Beyond the Powder,"** a new PBS documentary film made its world premiere at AirVenture 2015 in Oshkosh last month. "Beyond the Powder: The Legacy of the First Women's Cross-Country Air Race" is a one-hour film documenting the 1929 Women's Air Derby, and the women who continue to fly the cross-country race today as the Air Race Classic. The film highlights the societal and aviation challenges women faced in 1929, exploring the history of the race, while comparing the race as it is flown today. The first Women's Air Derby in 1929 was flown from Santa Monica to the finish line in Cleveland, kicking off the National Air Races. The eyes of the country watched as these women made history flying cross-country, breaking into a competition that was thought to be for men only. They encountered sabotage, death, and all the difficulties of flying at the dawn of aviation. Check it out at: [http://hemlockfilms.com/Hemlock\\_Films/Beyond\\_the\\_Powder.html](http://hemlockfilms.com/Hemlock_Films/Beyond_the_Powder.html).



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# Calendar of Events

**August 15-16** – Montana Fun Weekend Fly-In, car and airplane show, Cut Bank Airport. Cash awards for top five cars and top three aircraft. Breakfast served Saturday and Sunday mornings. Food vendors all day Saturday. Lawn Chair drive in movie Friday night after burn out competition. Don't miss it! For further information contact Dave Ries (406) 229-0376 or Roy Nollkamper (406) 450-1078.

**August 29** - Fly-In Twin Bridges Airport. Pancake breakfast starting at 7:00 a.m.. There will be games for pilots, young eagle rides, aerobatics, static display, food, and BBQ dinner at 6:00 p.m.. Go to [www.rubyvalleyaviation.com](http://www.rubyvalleyaviation.com) for more information or email [Kendra@rubyvalleyaviation.com](mailto:Kendra@rubyvalleyaviation.com).

**September 6** – Fly-In pancake breakfast, Young Eagles flights from 9:00 a.m. to 1:00 p.m. Car show downtown Bigfork. For further information contact Ry Keller (406) 837-1379 or (406) 837-6679.

**September 11-13** – Search Pilot Clinic, Missoula. For further information contact Harold Dramstad at (406) 444-9568 or email [hdramstad@mt.gov](mailto:hdramstad@mt.gov).

**September 12** - Columbus Airport 3rd Annual Fly-In. Pancake breakfast starts at 8:00 a.m. They hope to see you there! For further information contact Mark O'Bryant (406) 696-6923 or [kippkeeper@me.com](mailto:kippkeeper@me.com).

**September 12** - Fly-In Pancake breakfast sponsored by the EAA Chapter 1122, at Polson, from 8:00 a.m. to 11:00 a.m. \$5 per plate, free to pilot in command. For further information call Joe Kuberka (719) 659-5052.

**September 18-19** – Bridger Cup, a multi-day competition and public exposition bringing together Unmanned Aerial System (UAS) manufacturers, professionals, and hobbyists, to showcase the state of UAS technology and the benefits they can bring to the public. Gallatin County Fairgrounds, Bozeman. For further information go to [www.bridgercup.com/](http://www.bridgercup.com/).

**September 20** - The traditional "GA BBQ" at Missoula International Airport from 11:00 a.m. to 3:00 p.m.. This annual event features burgers grilled with peerless talent by Missoula Airport's Cris Jensen and Brian Ellestad. Classic cars add a rich flavor to the event, thanks to participation of the Garden City Rods and Customs car club. Displays are expected from the Museum of Mountain Flying and from others with aircraft of special interest. A competitive aviation event (for example, a spot landing contest) is also in the works. All Montana pilots and their guests are invited. The location is the "Runway 25 Hangars" just east of Northstar Jet. For information contact Gary Matson [gjmatson@montana.com](mailto:gjmatson@montana.com).

## Sidney Airport Manager Retires

Bill Henderson recently retired as airport manager of Sidney-Richland Airport. A celebration was held in his honor at the Essential Air Service meeting in Billings. We congratulate Bill and hope he enjoys his retirement, he certainly deserves it! Pictured is Debbie Alke MDT Aeronautics Administrator with Bill.



# Cancer Survivors Learn to Fly at Local Camp

By Brook Gardner-Durbin Chronicle Staff Writer, previously published in the July 15, 2015 issue of Bozeman Daily Chronicle, reprinted with permission.



Lauren James, 25, right, an Eagle Mount member and cancer survivor, is all smiles with her flight instructor Phillip Levy on Tuesday after James' first time piloting an airplane at Bozeman Yellowstone International Airport in Belgrade. Photo courtesy of Adrian Sanchez-Gonzalez/Chronicle.



Nick Weese, 20, right, an Eagle Mount member and cancer survivor, is all smiles after piloting an airplane for the first time during the Big Sky Kids Flight Camp, Tuesday, July 14, at Bozeman Yellowstone International Airport in Belgrade. Photo courtesy of Adrian Sanchez-Gonzalez/Chronicle.

During World War II, J. Howard Miller created a propaganda poster depicting a woman, often referred to as "Rosie the Riveter," dressed in a blue shirt and red bandanna, flexing her bicep under the words "We can do it!"

The poster was rediscovered during the 1980s and re-purposed. Where it once encouraged working harder to support the war effort, it now stood for feminism.

Today, a copy of the famous poster hangs on the wall of Summit Aviation, re-purposed again. A business based out of Bozeman's airport, Summit displays the encouraging words next to a wall of trophies, made of cutoff shirt sleeves, marking past students' first successful solo airplane landings.

Summit owner Ben Walton believes in encouraging everyone to learn to fly, especially those who never thought it would be possible.

Last year, after partnering with Eagle Mount, Walton started a project to provide cancer survivors with free flight lessons for a week. The project began its second year Monday with a new class of four students, ranging from 20 to 26 years old.

Walton was inspired to start the class after his sister-in-law died of cancer. A friend of his has a similar camp established in Colorado, using kayaks in lieu of airplanes, which provided him with a template to follow.

He believes that when children face cancer at a young age they can miss some of the experiences and fun they otherwise would have had.

"There's some childhood lost there," he said. "The ultimate goal is for them to have fun."

The four students, selected by Eagle Mount from across the country, all saw cancer change their lives at a young age.

Lauren James, 25, was told she had three months to live when she was a high school freshman, more than 10 years ago.

Nina Garkavi, 26, was diagnosed with cancer in 2011. She had multiple surgeries to remove a brain tumor. The tumor affected her sense of balance and coordination so severely she had to learn to walk again and teach herself to operate left handed — her right side is still so affected she types with one finger and sometimes has trouble holding a cup.

The others had similar stories to share, but you wouldn't have guessed it from their smiles as they climbed out of their

planes after two hours in the sky.

Students can learn to fly anywhere, Walton said, but it won't be as much fun as here in Bozeman.

"We've got something special here. We've got Montana," Walton said.

To emphasize Montana's scenery, he makes sure every flight plan shows the out-of-town students a local feature. On Friday, the students get a chance to fly over Yellowstone National Park, seeing Grand Prismatic and Old Faithful from above, before continuing south to Driggs, Idaho, for dinner "at the base of the Tetons."

The camp leaves enough time every evening for the four survivors to spend some time in Bozeman. Their schedule includes trips to Norris Hot Springs, the Bozeman Farmer's Market, Yellowstone (at ground level) and Music on Main.

They also spend one evening meeting their sponsors for dinner, giving the students a chance to thank the people that gave them what Garkavi described as "a once in a lifetime experience."

While the flight instructors donate their time — Walton said every one of his 20 flight instructors volunteered — the program still costs over \$2,000 per student, most of which is supplied by donations, making it free to the survivors.

# ARFF Training Held at Yellowstone Airport

This month, the Yellowstone Airport Aircraft Rescue and Fire Fighting (ARFF) Personnel of Montana Department of Transportation (MDT) Aeronautics Division gathered at the Yellowstone Airport in West Yellowstone, MT for an annual practical training. All commercial airports with scheduled air carrier service must have ARFF personnel on standby during every air carrier operation. The Yellowstone Airport is the only MDT owned airport that requires ARFF standby. This particular training is only a portion of the overall required FAA training. The whole training curriculum consists of many classroom lessons, practical trainings, and a live fire exercise. All this has to be completed once a year. The trainees were made up of the four airport staff along with two MDT Aeronautics staff from Helena. The training covered several of the topics required to act as ARFF personnel for the Yellowstone Airport. This included timed response drills, driving drills and even some physical training fully geared up. The local fire department, Hebgen Basin Fire District (HBFD), even stopped by. This helped MDT ARFF and HBFD familiarize with each other's equipment and discuss how they would work together in an emergency. The outstanding full day training was planned and lead by the Yellowstone Airport Operations Specialist. This is just one of the many training events the Yellowstone Airport does to keep its staff proficient and the operation safe and running smoothly.



# Successful Fly-In at Lincoln Airport



*Larry Luckinbill's Murphy Moose.*

The ramp was full on Saturday, July 25 for the Lincoln fly-in and barbeque hosted by Liz and Jerry Cain. Pilots flew in from near and far, including Hank Galpin of Kalispell in his Travelaire 6000 and Larry Luckinbill of Columbus in his Murphy Moose. Larry began building his Moose, N745LL, 15 years ago and has been flying it for about a year and a half. The Moose is powered by a 360 horsepower, 9-cylinder, 620 cubic inch, Russian-made M-14P radial engine. The Russians have successfully employed this engine in a number of applications, including pump stations and power plants. At 3500 lbs. gross weight, the Moose cruises at 120 mph @12-13 gallons per hour.



*Hank Galpin's Travelaire 6000.*

# Small Volunteer Group Accomplishes Much



*After working all day a delicious lunch was served to the volunteers.*

Saturday June 20 was a great weather day in Montana for the annual Meadow Creek Work Session. The turnout was small but very productive. Seven hard working individuals managed to clean up the camping spots, paint the center circle, weed-eat, change windsocks, cut firewood, and many other projects. The work crew was fortunate enough to see two bears and a bull moose. The first bear was seen crossing the runway around 6:30 a.m. and was black. A bull moose walked across the runway a few hours later. The second bear walked out onto the runway around 11 a.m. and had the coloring of a grizzly bear (got within a couple hundred yards of Robert Shropshire and he never did see it). We were unsure of the species as we could not get to a pair of binoculars in time to confirm (even our local expert Perry Brown would not commit to an official opinion).

Ry Keller from the Kalispell EAA Chapter provided a fantastic lunch of steaks, salads and some cookies for desert. Thanks to everyone for their commitment and hard work.



*Painting the center circle.*



*Heaven or Montana?*

## Visit Ross International

Ross International Airport received the okay for construction on April 18, 1958; the airport was completed in the fall of the same year. Costs for completion were under \$15,000. The runway sits atop of the border between Canada and the U.S. and belongs to the International Boundary Commission. At the time it was free to clear customs at Ross when other airports charged over \$50 dollars, making it a popular border crossing.

Today Ross International Airport is still used for declaring customs when traveling North and South. The turf runway is 2900 feet long and 80 feet wide. Meals are available in Coutts and Sweetgrass with duty free shopping also in Sweetgrass. Tie downs are at the East end past the concrete arrows. Be cautious of orange boundary markers and a green metal game counter box in the middle of the concrete arrows.



# Havoc Red – Surviving the Alaska-Siberia Route, 1943

Set during World War II, this is not a war story – it follows two young men surging with patriotic zeal who get caught up in the dark side of war. Montana pilot and author C. Margo Mowbray – author of award-winning *An Answering Flame, Journal of a Horseback Nurse-Midwife* – has created another work of historical fiction, this time with a real edge.

When Germany attacked Russia in 1941, President Franklin Roosevelt feared losing the Red Army to the Axis side and promised Joseph Stalin thousands of Lend-Lease aircraft. Nearly eight thousand were to fly to the fighting front by way of the Alaska-Siberia Route.

Many considered it “an unlikely alliance,” and suspicions simmered – for good reason, Mowbray contends.

Young pilots flew fighters and bombers over a third of North America in blinding arctic storms with nothing more than sketchy maps, intermittent radio beacons and compasses that were teased by flukes of nature in the far north. Not all of them would make it.

Main character Frank Dugan is paroled from Montana State Prison to join the war effort. He seems to have good reasons to make bad decisions, trying to overcome his regrettable past. The spirit of a twenty-something pilot eager to live up to his father’s heroics is embodied in Lieutenant Daniel Stanhope, driven to construct his own respectable future.

During the brutal winter of 1943, Dugan and Stanhope take off from Great Falls in a light bomber loaded with black suitcases marked “Diplomatic Immunity – Havoc Red.” But rather than becoming celebrated heroes, their flight dumps them in the Yukon’s rugged terrain. To reclaim their reputation for loyalty to the United States, one commits a desperate act. It will be a tortuous way back to personal peace and reconciliation.



Montana pilot and author,  
C. Margo Mowbray

Autographed copies available at Mowbray’s website: [www.authormargomowbray.com](http://www.authormargomowbray.com) or at Amazon in both softcover and Kindle.

## Garmin Automated Logbook syncs across devices

Garmin reports that electronic logbook capabilities are now built in to the Garmin Pilot application for iPad/iPhone and integration with flyGarmin.

While flying with Garmin Pilot, the logbook feature provides automatic record keeping of commonly recorded data pertaining to each flight. Information such as date, total duration of each flight, number of takeoffs and landings, route and more are sorted and saved for reference across Garmin Pilot devices and within flyGarmin.

Built-in redundancy also allows pilots to make manual logbook entries via the flyGarmin website or Garmin Pilot app, where both entries are automatically synced and stored to display the same information.

Additional capabilities include the ability to record endorsements, track flight currency, generate historical flight reports and more.

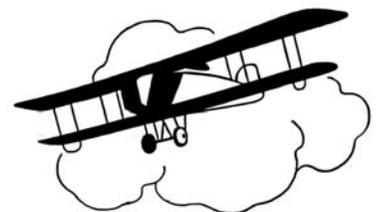
In addition to electronic logbook documentation, Garmin Pilot now incorporates nearest navigation functionality so pilots can see at-a-glance the nearest airport, navigational aid, airspace or facility, relative to their location.

In addition to these new capabilities, Garmin Pilot calculates and displays density altitude information on the weather tab within the airport page. This calculation is automatically displayed within Garmin Pilot so pilots can view density altitude data. An enhanced distance-measuring tool has also been modified to allow for easier use and functionality within the moving map page.

For new customers, Garmin Pilot is available in the Apple App Store as a free download for the first 30 days. After the 30-day trial period, customers can purchase an annual subscription of Garmin Pilot starting at \$74.99.

Alternative accessible formats of this document will be provided on request.

Persons who need an alternative format should contact the Civil Rights Bureau, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone (406) 444-9229. Those using a TTY may call 1 (800) 335-7592 or through the Montana Relay Service at 711.



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## Search Pilot Clinic to be Held in Missoula

Montana is one of 4 states that have entered into a memorandum of agreement with the U.S. Air Force to provide air search for missing and overdue civil aircraft. We carry out this mission with a network of 14 search district coordinators and 300 volunteer search pilots. Search pilots are faced with the challenge of safely flying in the mountains and searching for missing aircraft at the same time. The purpose of the search pilot clinic is to provide 24 volunteer pilots with instruction and experience in flying search patterns in the mountains. Ground school lectures will cover mountain flying, spotter techniques, search theory and patterns, review of case histories, and the use of iPad and software in search. We encourage anyone interested in volunteering as search spotters to attend the ground portion of the clinic. Other topics covered in the 2-day course will include wilderness air crash survival skills and the use of direction finding equipment for finding emergency locator transmitters. For more information contact Harold Dramstad at (406) 444-9568 or email [hdramstad@mt.gov](mailto:hdramstad@mt.gov).

