



35th Annual Fly-In Held at Three Forks

The 35th Annual Montana Antique Aircraft Association (MAAA) Fly-In was held at Pogreba Field in Three Forks August 2-4. The fly-in featured aircraft from across the nation, from early airliners to planes used to train pilots during World War II to modern-day homebuilt planes.

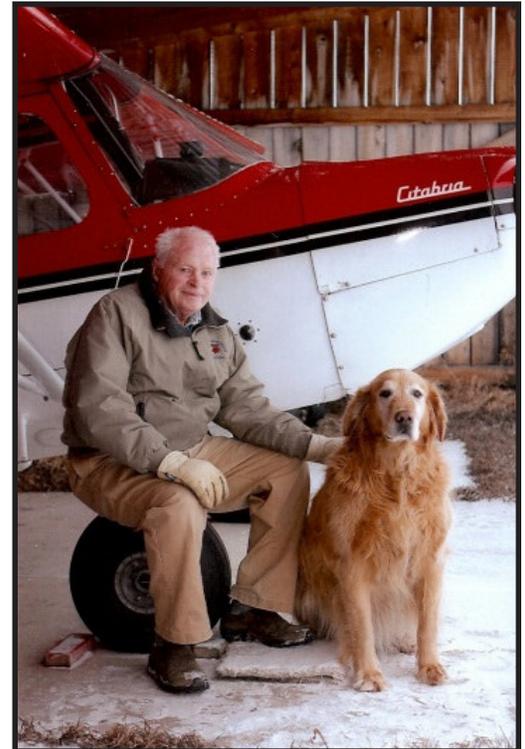
There were 47 airplanes that signed the register. The featured airplane which was displayed in Bob and Pat Green's hangar was the 1955 L-19 owned by Creston Stewart of Bozeman.

Award for Best Antique was given to Jim Crump of Bozeman for his 1940 Fairchild 24W, Best Homebuilt went to Ken Flikkema of Bozeman for his 2008 Harmon Rocket, Best Warbird was awarded to Don Nimmick of Oak Point, TX for his 1941 Aeronica L3B, Best Classic to Gary Walterman of Columbus for his Cessna 170 and People's Choice to Doug Cairn of Bozeman for his 2004 King Fisher.

The oldest pilot to fly to Three Forks was Ed Musselman of Lewistown. Ed is 93 years young and flew to Three Forks in his 1969 Citabria. The youngest pilot to fly in was nineteen year-old Alex Koch of Helena. He flew in in a 1966 PA-28.

The person who flew the farthest distance to Three Forks was Don Nimmick from Texas, 1200 miles away. The Spot Landing winner was Hank Galpin of Kalispell, flying his 1928 Travel Air 6000. Flour bombing winners were Stacy and Paul Zuelke flying their 2005 Maule M7.

The MAAA was formed in 1978. The group's goal is in preserving and "Keeping the Antiques Flying". Members have a great appreciation and interest in antique/classic aircraft.



Pictured is Ed Musselman of Lewistown. He received the award for oldest pilot (at the young age of 93) to fly to Three Forks fly in.



Hank Galpin makes a perfect spot landing in his 1928 Travel Air 6000.



This 1955 L-19 Bird Dog owned by Creston Stewart of Bozeman was the featured airplane at the fly in.

Administrator's Column

AV8RS – A new youth membership is free to teens aged 13 to 18 through AOPA. The AV8RS membership will introduce youth to the world of aviation and provide support to help pursue dreams. The membership includes a digital subscription to *Flight Training* magazine, access to members-only content on aopa.org; special AV8RS social communities through Facebook, YouTube, Twitter, and tumblr; a dedicated AV8RS blog; opportunities to win flight training scholarships and more. The membership also includes an e-newsletter with inspirational stories, relevant news and events, opportunities to test their knowledge, and more. The inaugural issue offers such stories as “Pigs really can fly ... at least in Flugtag,” “16-year-old ties in nation to be youngest pilot to solo in helicopter,” and “NASA’s Curiosity lands on Red Planet.” If you know a teen who might be interested, share this link: <http://www.aopa.org/av8rs/newsletters/1209av8rs.html> and introduce them to the exciting world of flying. Since launching the initiative in July close to 1,000 teens have become members.

Sequestration News: The Office of Management and Budget (OMB) has released more details on the “Sequestration Transparency Act” a law to force Congress to address the national deficit. If Congress does not act before January 2, 2013, FAA operations (air traffic controllers and other safety functions) would be cut by \$377 million, EAS would be cut by 7.6 percent (\$4 million), the AIP Trust Fund share of FAA activities would be cut by \$415 million, and Facilities and Equipment would be cut by \$229 million. The close to 400 page report involves 1,200 separate government budget functions and does not get into the details of how and where the cuts would be made or which jobs would be eliminated. The Transportation Security Administration (TSA) would lose \$429 million for aviation security and \$79 million for federal air marshals. What exactly this will mean to airports and aviation is still being studied.

Neptune Deploys Second Airtanker: Neptune Aviation Services has added a second modified BAe 146 airliner to its growing fleet of next generation airtankers. The aircraft which was delivered in July and promptly deployed on aerial firefighting missions has flown almost 35 flight hours. Neptune Aviation Services, the largest private US airtanker operator, took delivery of its first BAe 146 in October 2011. And after almost a year in service, the aircraft has flown more than 220 hours. The aircraft, are powered by four Honeywell ALF 502 turbojet engines, have been configured for aerial firefighting with a 3,000 gallon capacity tank system. Neptune expects to have as many as eleven of the former regional airliners in airtanker service, to replace its aging fleet of seven, twin-piston engine-driven P2V Neptunes. Currently, eight of the company’s P2V pilots have been trained on the BAe 146 airtanker, while another four are going through the ground school at Neptune Aviation Services in Missoula. The simulator portion of training is conducted at Oxford Training Academy in the UK. Following a successful check ride in the airplane with a Neptune examiner pilot, pilots get a BAe 146 type rating.

Looking for an AME? If it’s getting time for your flight physical and you’re in the market for an Aviation Medical Examiner (AME), a database maintained by AOPA can help you out. AOPA members can search by name or distance from a location, find out whether a doctor is a senior AME who can administer a first class medical, and even find out whether the doctor is a pilot. Give me a call for help or go to: <http://www.aopa.org/members/databases/medical/>

And remember: On October 1 the paper version of the FAA airman medical application went away. All medical applications must be completed online. If you haven’t created an account yet get on the MedXPress website and do so. If you have general questions about MedXPress, contact the Pilot Information Center at (800) 872-2672.



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Calendar of Events

January 11-13, 2013 - Surratt Memorial Winter Survival Clinic. For further information contact Dave Hoerner (406) 444-9568 or email dhoerner@mt.gov.

February 8 & 9, 2013 – Flight Instructor Refresher Clinic. For further information contact Dave Hoerner (406) 444-9568 or email dhoerner@mt.gov.

February 28-March 2, 2013 – Montana Aviation Conference. Copper King Hotel, Butte. For further information contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.

Submit Your Photo for Aeronautical Chart

The MDT Aeronautics Division is currently looking for photos to put in the new 2013 Aeronautical Chart. Those of you that have a photo you would like to submit please send them to Wade Cebulski wcebulski@mt.gov no later than **November 26, 2013**. Please submit your JPEG photos in RGB High Resolution. For further information you can contact Wade at (406) 444-9581.

MDT Aeronautics Offers Winter Survival Training

The mornings are turning colder. It seems like almost overnight the forest fires are out and there is snow in the mountains. We all look forward to the lingering smoke to dissipate, leaving crisp clear air to help refresh our need to go flying.

Fall time can be the best time to take a morning flight to see what has changed during the hot summer months. Usually associated with cool air is a smooth ride and better performance for the airplanes.

Now is the time to rethink your survival gear and change the batteries out in your tracking device of choice. Don't get caught off guard and not be prepared for a possible emergency.

Schedules and plans are being formulated for this January's Winter Survival Clinic that will be held in Marion on January 11-13, 2013. Northern Light Training Group, which is owned and operated by Frank Bowen provided a myriad of great training techniques last year and we thought it was prudent to have him back again.

Make plans to attend the clinic in January, it is a great tool that provides insight and education in survival techniques.

An application is included in this month's newsletter; space is limited and will be reserved on a first come first serve basis. Call David Hoerner for further information (406) 444-9568 or (406) 250-6248 or email dhoerner@mt.gov.



EAA Offers Young Eagle Rides



In Helena, and across the country is a group of aviators that give their time and often their own money to help school aged children benefit from years of aviation experience.

Each fall the Experimental Aircraft Association (EAA) Chapter 344 of Helena offer free flights to students interested in flight. These flights are called Young Eagle Flights, Students receive an official Young Eagles logbook, signed by their personal pilot, their name added to long list of Young Eagles in the World's Largest Logbook and a pancake, sausage and orange juice breakfast.

The Helena EAA chapter also helps Montana Aeronautics with flights all year long during the Aviation Career Academy and the Clancy Aviation School day.

Special thanks to all members of this renowned group for giving our children an earlier look into aviation. Pictured (l-r) are EAA members Lance Seaman and Fred Habel.

Pilots Train for Search and Rescue

By David J. Hoerner, Chief Flight Instructor

Time was at a premium and pilot Kevin Danz was flying in the lower twin drainage of the South Fork in Western Montana. In a small meadow in the bottom of the two thousand foot deep narrow canyon, were the possible remnants of the missing aircraft.

Getting a closer look was mandatory to see if there were possible survivors and verifying if this was actually an airplane wreck.

Kevin hugged the left canyon ridge and then turned to the right while descending toward the canyon floor and the small meadow. If he maintained his present speed and turn we'd fly a couple hundred feet above the location.

The right turn gave the full view of the cliffs and trees on the other side of the canyon and made it possible for him to lean forward and see past the leading edge of the wing and see any obstacles.

The airplane slid by the vertical cliff of the head wall and turned down the canyon toward the floor of the small valley. The remnants turned out to not be an airplane but actually a bleached out log.

The next assigned grid to search was Great Northern Mountain. It was suspected the treeless 10,000 foot mountain might harbor the lost airplane. The first circuit revealed nothing, so Kevin lowered his elevation 500 feet and passed over the north end of the knife shaped ridge.

He was now in the middle fork drainage and on the north side of the prominent mountain. Without warning the engine went to an idle and the propeller stop producing thrust. For a couple of seconds Kevin froze, he always thought this would happen to the next guy. Even though the airplane was at 8000 foot elevation, the closest highway was 6 miles away and a mile down.

Without thought he turned north and went to the best glide of 80 knots. With the emergency check done it soon became apparent we had plenty of elevation to make it to the highway. There were plenty of straight stretches so it was a matter of judging when to turn on a base leg and then line up with the long and narrow make believe runway.

The automobiles were lined out every few hundred feet Kevin would have to fly over one auto and then land before hitting the next. It was a matter of matching the airplanes speed with the highway traffic. Hopefully the auto drivers would pull into the ditches when the airplane came into view.

With the highway scenario complete we made the power come back to life and climbed for altitude. The next destination was the Whitefish Airport. The small runway has thick soft grass and sits next to the railroad tracks with fifteen foot high brush that lines the north edge of the runway.

The big Cessna 206 was equipped for rough terrain with oversized tires, but Kevin was accustomed to his Rutan Long-EZ, which is the total opposite of the mountain airplane. The nose wheel touched first as Kevin's mind fought the idea that he had to pull the nose higher on the 206.

If the soft field landing was done right, a little blast of power would help raise the front wheel at the last second and the sight of the ground ahead would disappear for an instant with the mains touching down with a soft bounce.

The second landing was much improved from the first with a turn around and takeoff to the east. Kevin relaxed; his flight was coming to an end as he climbed slowly in a left turn that would bring the airplane back over the runway enroute to Kalispell City Airport.

At about five hundred feet above and a half of a mile from the runway the power was reduced to simulate a dead engine. Kevin's problem was that he hadn't planned for another possible emergency. All pilots should climb for altitude as soon as possible and plan the route of flights so emergency landing locations are within reach.

But now he was mid field, (kind of no man's land) and would need to make a left turn toward the end of the runway while descending, it was questionable there would be enough altitude to make it to the end of the runway.

With a couple of hundred feet of elevation left, full flaps, a steep right bank and nose down attitude the airplanes stall horn screamed as Kevin lined up with the runway. The touch down was mid field and stopping before running out of runway was in question so full power was added with a completed departure to the west.

The proceeding flight wasn't an actual air search, but training Kevin received while flying at this year's Mountain Search Pilot Clinic. The two hour flight had provided search and rescue flight procedures and Kevin performed well.

Kalispell City Airport and Zack Anderson's hangar was the ideal location for this year's program. Montana's Aviation Search and Rescue program is one of a kind and has proved to be extremely successful.

Idaho joined in again this year as they build their program to mirror Montana's. The Civil Air Patrol also brought an instructor and airplane to learn the Montana search techniques.

Flight search patterns were taught, with educational talks on dead engine procedures and Advanced Mountain Flying techniques. Chuck Curry, Flathead Valley Sheriff gave a talk on emergency medical procedures and Frank Bowen taught survival training. Jeff Kitsmiller, National Weather Service gave an interesting talk on aviation weather and provided a weather briefing each morning.

This program is possible with the help of instructors that are on contract to fly for the program. Special thanks to instructors Bill Werner, Art Dykstra, Harold Dramstad, Mike Campbell, Tom Glanville and Tim Dwyer.

Also thanks to Chuck, Frank, Jeff, Zack and Colleen for your efforts to help make a successful Clinic.



Aaron Alme of Kalispell prepares for his flight.

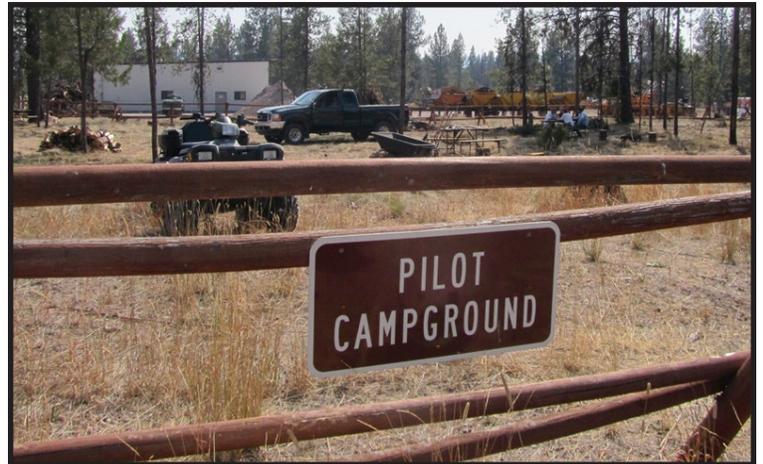
Seeley Lake Foundation Hosts Work Session

By Wade Cebulski, Aviation Support Officer

On September 8, 2012 the Seeley Lake Aviation Foundation, Inc. hosted a work party session at the Seeley Lake Airport. The foundation is a 501-C corporation that was founded to help maintain and improve the airport and facilities at the State Owned Airport. The focus of improvements at this session was the campground, which was in dire need of maintenance and a fencing project. The last few years beetle kill had decimated the lodge pole pine in the campground and became a safety concern. The foundation worked hand in hand with Missoula County Public Works (owner of the property) and Montana Department of Transportation Aeronautics Division to hire a local contractor to remove the dead trees and stumps. The focus of the work in the campground at this work session was to pick up all remaining debris, raking, and cleaning of the outhouse and general maintenance items. Some plans for the future are to create some planted grassy areas for added comfort at the tent sites. At the moment the campground has four picnic tables, five campfire/cooking rings, a pavilion with two tables, gas grill, five bicycles, and running water.

The fence project has been an ongoing project for the last few years with new sections being added as needed. At this work session new corner posts and access gate posts for approximately 1/3 of a mile were installed. The fence was reinforced and tightened; the next phase will be to remove all the old wire and fence posts to install new steel posts and smooth wire. There will only be one more fence section to replace after this one. That will complete three miles of new fencing around the whole airport. Probably just in time to start over again!!

The volunteers were mostly local donating their time and equipment for the work session, Scott Newpower, the soon to be, new local resident flew all the way from Billings to help. At lunch time the Foundation provided burgers and drinks. Thanks to all. I am sure the flying public appreciates all the hard work.



The pilot campground is well equipped with a pavilion, picnic tables, cooking rings, gas grill, bicycles and running water.



Volunteers take a much earned break from all their hard work.



CAP Nominated for Gift and Grant Program

Civil Air Patrol is one of 20 nonprofit aviation organizations that have been nominated for the 2012 Lightspeed Aviation Foundation Pilot's Choice gift and grant program. The top five charities chosen by the aviation community will each receive a check for no less than \$10,000. Voting has been extended to

November 2nd. Please place your vote at: www.lightspeedaviationfoundation.org/content.cfm/Voting/Get-to-know-the-2012-finalists/Civil-Air-Patrol. Also, if you've purchased a new Lightspeed Headset since 1 April 2012, register your headset to designate a portion of your purchase to CAP in the Customer Choice Awards. The top five customer choice vote recipients will each receive \$5,000 and every finalist receives a grant of at least \$1,000. Go to the Lightspeed Aviation Warranty Registration page to designate your gift.

FAA Private Use Airport Survey

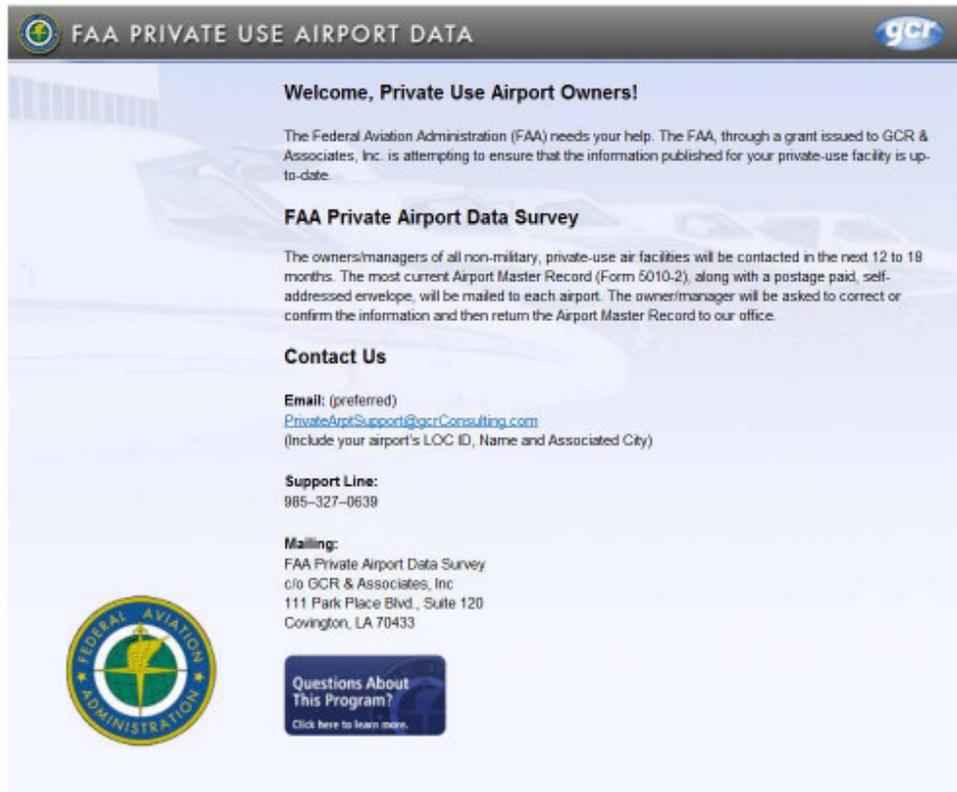
The Federal Aviation Administration (FAA) needs your help. The FAA, through contract awarded to GCR Inc. is attempting to ensure that the information published for your private-use facility is up-to-date. GCR now manages the FAA's entire Airport Safety Data Program; encompassing over 20,000 public and private use airports in 9 FAA regions, 12 US territories, and all 50 US states.

Private use airports are those airports which are typically, although not always, privately owned, and neither funded or regulated by the FAA. Currently, the FAA lists about 14,500 of these private airports in the country, but that number is uncertain because the FAA doesn't regularly communicate with them or update their database.

The FAA is primarily focused on public use airports, so the private airports often are overlooked. This poses a problem for the FAA and the aviation industry, since private use airports affect how airspace and air traffic patterns are constructed and managed. These airports can also impact the operations of public use airports in their vicinity.

In this project, GCR will systematically contact each of the 14,500 airports, heliports, and seaplane bases and update all their information in the official FAA database. The owners/managers of all non-military, private-use air facilities will be contacted. The most current Airport Master Record (Form 5010-2), along with a postage paid, self-addressed envelope, will be mailed to each airport. The owner/manager will be asked to correct or confirm the information and then return the Airport Master Record to our office. This data will then be used in updating all of the aeronautical publications used by pilots and others in the aviation community.

Your support of the FAA's Private airport Data Survey program is appreciated. If you have any questions about this survey, please contact us by email: PrivateArptSupport@gcrconsulting.com or phone at (985) 327-0639.



FAA PRIVATE USE AIRPORT DATA

Welcome, Private Use Airport Owners!

The Federal Aviation Administration (FAA) needs your help. The FAA, through a grant issued to GCR & Associates, Inc. is attempting to ensure that the information published for your private-use facility is up-to-date.

FAA Private Airport Data Survey

The owners/managers of all non-military, private-use air facilities will be contacted in the next 12 to 18 months. The most current Airport Master Record (Form 5010-2), along with a postage paid, self-addressed envelope, will be mailed to each airport. The owner/manager will be asked to correct or confirm the information and then return the Airport Master Record to our office.

Contact Us

Email: (preferred)
PrivateArptSupport@gcrConsulting.com
(Include your airport's LOC ID, Name and Associated City)

Support Line:
865-327-0639

Mailing:
FAA Private Airport Data Survey
c/o GCR & Associates, Inc
111 Park Place Blvd., Suite 120
Covington, LA 70433

Questions About This Program?
Click here to learn more.

Jim Greil Moving On.....



After 18 plus years working at the MDT Aeronautics Division, it is with bittersweet emotion that I have decided to move on to explore other employment opportunities in the aviation field. I came to work at the Division in the summer of 1994 as an aviation support officer after having graduated from Embry-Riddle Aeronautical University and spending several years flight instructing off and on and working in my family's road construction business. I immediately fell in love with my job and the various people I was lucky enough to serve around this great state. In 2001, I was fortunate enough to have been selected as your airports and airways bureau chief. My head is filled with so many great memories of my time here that I couldn't even begin to list the highlights of them (except for perhaps my ride in an F-16 in Great Falls nearly a decade ago). Likewise, I have met and worked with so many wonderful people over the years that I could scarcely do justice by naming some, but not all of them as well. It is a credence of mine to always give more than I get and I felt bound by duty and work ethic to be the best public servant that I could be while serving at the Division. It is my sincerest hope that I have, at the very least, accomplished that whilst I have been here, and I intend to carry forth that dedication and perseverance into my next endeavor, wherever it takes me. It was a profound honor and privilege to serve you, the backbone of Montana aviation, in the roles that I have had during my tenure here and it is my wholehearted wish that I will be able to work with many of you again in the future. I look forward to seeing you again in and about the various aviation events in the future, and as always, if there is ever anything that I can assist you with in any way; please feel free to call upon me. Thanks to all of you for 18 years of service. *Jim Greil*

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 Montanans to help defray costs of education (i.e., flight instruction, A&P, etc.) and will be presented during the 2013 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. **The same letter can be submitted but applicant must submit one copy addressed to each individual scholarship they are applying for.** Letters of application **must** include a **mailing address and daytime phone number.** If you are selected to receive one of the scholarships your photo will appear in the 2013 Montana Aviation Conference Program, **please include a photo with your applications for this purpose (only one photo necessary).** Letters should be mailed 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 7, 2013.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established this scholarship of \$250 in 1997 in 2010 two more anonymous donors contributed an additional \$250 each creating a \$750 scholarship.

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

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.

EAA Helena Chapter 344 Scholarship – The EAA Helena chapter is offering a \$500 scholarship to help defray the cost of school for a 2nd year A&P student.

Harold Hamm Scholarship – Harold and Zola Hamm were the anonymous donors that established the first \$250 A Love of Aviation (ALOA) Scholarship in 1993. With the passing of Harold on September 1, 2006, Zola decided to rename the scholarship the “Harold Hamm Scholarship” in honor of her husband of 19 years. Zola offers this \$250 scholarship in memory of Harold’s strong passion for aviation.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA is offering a \$1,000 scholarship to help defray the costs of flight instruction.

Montana Pilots Association Air Safety & Education Foundation Flight Training Award - This scholarship is open to a person who has a considerable interest in aviation. The \$750 scholarship is to be used for flight training.

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 \$750 scholarship.

Morrison Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$500 scholarship as a token of appreciation to the aviation community.

Mountain AirDance Flight Training Scholarship: Jeanne MacPherson and Bill Gallea offer this \$750 scholarship to an active pilot who desires to pursue advanced training, such as tailwheel endorsement, mountain flying, aerobatics, or a higher rating.

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.

Theresa (Nistler) Colley Scholarship – Mountain AirDance Flight Training (Jeanne MacPherson and Bill Gallea) and Vetter Aviation (Brent and Rosie Vetter) offer this \$500 scholarship in memory of Theresa (Nistler) Colley who passed away from Leukemia (AML) in February, 2012. Theresa loved flying and was working toward her private pilot certificate. This scholarship will be awarded to a student pilot who is working on getting their private pilot rating.



New Air Traffic Control Tower Dedication

A new 103-foot-tall Missoula International Airport control tower was dedicated recently in an impressive event attended by many aviation officials, project contractors and hundreds from the local community. The \$6.5 million control tower stands as one of the most technologically advanced towers in the nation, and is one of the few towers in the northwest to be equipped with an Automatic Dependent Surveillance-Broadcast system that allows aircraft to share communication between themselves and the tower, reporting position, air speed and altitude. The tower also is home to state of the art radar and weather monitoring systems. The project logged more than 30,000 hours, 85% by local companies, stimulating the local economy. Dave Suomi Northwest Mountain Region Deputy Regional Administrator, Federal Aviation Administration from Renton, WA was on hand to celebrate dedicating the new control tower. Congratulations to Cris Jensen, Missoula Airport Director and his entire staff and to the Missoula County Airport Board for their vision and achievement.



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 1,800 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$702. This includes \$483 for postage.