



Fly, Camp, Experience — Airport Camping!

The Yellowstone Airport is conveniently located near the town of West Yellowstone and is approximately 3 miles from the west entrance to Yellowstone National Park. It is the closest full-service airport to the major attractions in Yellowstone National Park (Old Faithful - 34 miles, Canyon - 42 miles, Fishing Bridge - 58 miles). In addition to the standard services and amenities expected at an airport, there is a FREE campground! The campground is provided and maintained by MDT Aeronautics and is available for those general aviation pilots and passengers that fly in on their own aircraft.

The campground is located immediately north of the general aviation tie-down ramp, offering close proximity aircraft parking to the designated camping area. The campground is comprised of approximately 5 acres of lodgepole pine inhabited forest, allowing nearly unlimited space to pitch a tent, and four improved camping sites. Each improved camping site includes a picnic table, a fire pit, and chairs. These improved sites are generally shared by all campers. The entire airport (and campground) is surrounded by a sturdy wildlife fence, protecting campers from encounters with bears or other large wildlife. In addition, campers are provided with complimentary firewood, a pit toilet, and a hot shower!

When flying into the Yellowstone airport, advise Yellowstone Aviation on the Unicom of your intentions to use the campground and they will park you accordingly. There is absolutely no fee to use the campground; however, the overnight fee for the airplane still applies (\$5/ night— light singles and twins).

There are also several other amenities provided to enhance an individual's overnight stay at the campground. Wheeled carts have been provided by Yellowstone Aviation at the edge of the tie-down ramp to assist individuals in transporting camping equipment/supplies from their aircraft to their desired camping location. Bicycles are also available for recreation or transportation needs, as the town of West Yellowstone is located only two miles south of the airport and the Madison River is located less than two miles north of the airport.

Fly in and enjoy the campground at Yellowstone Airport, they look forward to your visit!

In addition to the Yellowstone Airport many other airports in Montana offer camping facilities. There is nothing better than to throw your tent, a couple of sleeping bags and a cooler full of food and beverages in the airplane and journey to different corners of Montana exploring the Big Sky.

Other MDT Aeronautics owned and operated airports include Lincoln and Seeley Lake. Both have pilot campgrounds on the field free of use to all pilots. They also have toilet facilities along with water and campfire rings.

Other known airports that have either a campground on the airport or nearby are Columbus, Bozeman, Tiber Dam, Canyon Ferry, Laurel, Lewistown, and West Fork. Plus of course the obvious Forest Service strips of Benchmark, Meadow Creek and Schafer Meadows.

Make plans to come and experience overnight camping under the stars.



Administrator's Column

Condolences: Montana lost two local pilots in separate accidents in the last few weeks. It is with a heavy heart that the deaths of A.J. Blain of Billings and Todd Hanawalt of Bozeman are shared. Sincere sympathy is extended to the entire Blain and Hanawalt families and friends. Their obituaries are included in this edition of the newsletter.

Thank you: The MDT Aeronautics Division is fortunate to have wonderful volunteers and partnerships that help assist in the event of an aircraft incident (missing aircraft, accident, ELT search). Individual volunteers give freely of their resources (money, time and equipment) when called to help. Thanks to each of you for the important role you play in helping us provide a very efficient and effective air search program. We are truly blessed.

Through-the-fence policy: The FAA has issued a final policy statement that permits general aviation airports to enter into residential through-the-fence (RTTF) agreements with property owners. To gain access, the property owner is required to pay access charges; bear the cost of building and maintaining the infrastructure necessary to provide access to the airfield; maintain the property for residential, noncommercial use for the duration of the agreement; prohibit airport access from other adjacent or nearby properties; and prohibit any refueling on the property. The FAA clarified that sponsors of commercial service airports are not permitted to enter into RTTF arrangements. To read the final policy go to:

https://www.federalregister.gov/articles/2013/07/16/2013-16917/airport-improvement-program-aip-policy-regarding-access-to-airports-from-residential-property?utm_source=Copy+of+NASAO+Briefs+130719&utm_campaign=130712NASAO+Briefs&utm_medium=email

Third class medical petition remains stalled: AOPA is asking “why is simple so hard?” Frustration escalates over the lack of action by the FAA on the petition filed that would offer pilots the option of obtaining a 3rd class FAA medical or instead, become educated on medical self-assessment and fly recreationally using their driver's license as the baseline of health. The exemption would be allowed for use in certain sized aircraft and particular types of operations. The exemption would allow any pilot holding a student, recreational, private, commercial, or ATP certificate to operate under this exemption when flying recreationally. The FAA has already approved the Sport Pilot Aircraft Rule that allows use of a driver's license as a basic form of establishing medical fitness with no negative safety impacts. Over 16,000 comments were filed in support of the petition. FAA is reminded that this petition would provide substantial savings; conservatively estimated at over \$11 million in a 10 year period for the federal government and more than \$241 million over 10 years to pilots. Adoption of this petition is a win-win for the general aviation community and the federal government.

Impact of Regulatory Compliance Costs on Small Airports: The Transportation Research Board's Airport Cooperative Research Program (ACRP) recently released a study of the Impact of Regulatory Compliance Costs on Small Airports. This report explores the cumulative costs of complying with regulatory and other federal requirements at small hub and non-hub airports. A presentation that summarizes this research is also available for download. The presentation is designed to be used as a template by individual airports in discussion with federal agencies. You can check it all out at: http://www.trb.org/Main/Blurbs/168945.aspx#.Ue_HC0JwqBw.email



Montana and the Sky

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Please join the
Montana Department of Transportation
Aeronautics Division
In Celebrating 100 Years of Service
and the
Helena Regional Airport Authority
for an 85th Anniversary Open House



Saturday, August 17, 2013

MDT Aeronautics Celebration—12-4 pm at Morrison Park on Airport Road

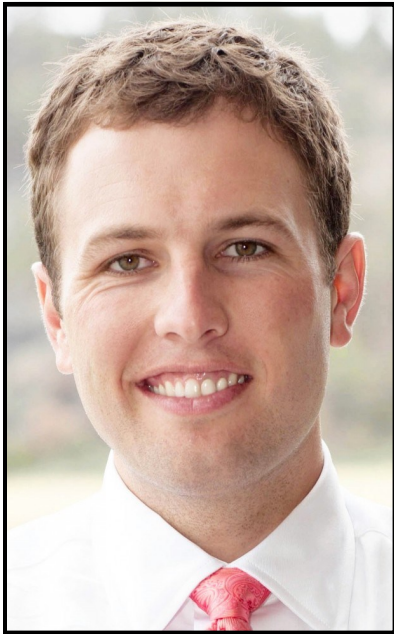
- 12 - 12:30 p.m. - Welcome & Remarks
 - Lt. Governor John Walsh
 - MDT Director Mike Tooley
- 12:30 - 4:00 p.m. - Static Displays
 - Young Eagle Rides (children ages 8-17) provided by Experimental Aircraft Association (EAA); first come first serve; weather permitting
 - Refreshments provided by Aviation Organizations of Montana (AOM) & Rick Griffith, Transportation Commissioner/Retired Bert Mooney Airport Manager

***Helena Regional Airport Open House—12-4 pm at Airport Fire Station One
2150 Airport Road (Across from Whalen Tire)***

- Equipment Displays - Snow Removal & Fire Trucks
- Static Displays Including a 727 Aircraft Donated by FedEx will be on display
- Mobile Emergency Responder Training Units - Displays & Live Fire Demonstrations
- Structural Trainer, HazMat Unit, Car Fire Simulator and Blackhawk Helicopter Trainer
- Hot Dogs and Soft Drinks provided by the Helena Regional Airport Authority

In Memory

AJ Blain



AJ Blain, 27, passed away doing one of the things he loved the most, flying helicopters. He was born April Fool's Day, 1986, in Billings. The date couldn't have been more appropriate; AJ loved practical jokes.

He was born to Al and Bobbi Blain, and as soon as he was brought home from the hospital he started talking and reading the Thrifty Nickel in case there might be a deal to be had. He loved to wheel and deal and learned the craft from both of his grandfathers. As a kid, AJ attended Lockwood School, Blue Creek School, Riverside Middle School and graduated from Billings Senior High in 2004. Starting at a somewhat questionably young age, but in step with Blain style, AJ's dad, grandpa and uncles all spent time teaching AJ to fly. AJ soloed in a Piper Supercub shortly after his 12th birthday, and from there graduated to helicopters and multi-engine airplanes.

The wheeling and dealing continued throughout high school, and often clogged his mother's driveway with cars he bought at the local auto auction. After graduating from high school, AJ attended one semester at Montana State University, before the family business, Billings Flying Service, was called to help with tsunami relief work in Indonesia. Expecting AJ to be headed back for his spring semester, his mother was surprised to find the contents of his dorm room abandoned on her front porch, where he told her he was going to Indonesia to help. AJ spent several weeks flying helicopters, moving water, food and medical supplies. On his final day in Indonesia, AJ's dad noticed a local villager wearing a pair of his shoes. He asked

AJ if his shoes had been stolen, and AJ reported he had given them to his new friend.

AJ transferred to the University of Montana, where he excelled at being a mediocre student and collecting friends from all walks of life. AJ took part in Bible studies, and was a member of New Hope Church. AJ developed lifelong friendships during these years, and even picked out a husband for his sister, which only cost him 20 cows. He graduated from UM with a finance degree. AJ returned to Billings, where he began to work for Billings Flying Service flying helicopters and buying and selling aircraft. His love and understanding for people shone through in his expert negotiating skills, and successful business endeavors. AJ was well on his way to successfully operating his own company, which he hoped to run someday with his best friend and little brother, Bridger, who is a talented pilot in his own right.

In June of 2012, AJ took Steve Toepfer for a helicopter ride. Steve called AJ back and asked if he would take his daughter, Carly, on a date. AJ's family knew he had fallen hard when he reported back to them that he thought he would be able to "put this deal together." AJ proposed on Christmas Eve last year, and he and his lovely Carly were married on May 18, 2013. AJ's family has never seen him happier or more in love than the time he has spent with Carly, and will always be grateful to her for giving him the best year of his life.

He loved to play hard with his friends and family, and was always recruiting people for outrageous adventures. He was an avid water skier, snowmobiler and skier. AJ was a member at Harvest Church and his faith was as sincere and authentic as any you have ever seen. He showed it best by relentlessly pursuing meaningful relationships with others. AJ challenged himself to reflect Christ by confronting unhealthy relational patterns, and knew that emotional and spiritual growth came from hard work, which he committed himself to pursue. This was evident in his participation in John Townsend's Leadership Coaching Program, which provided AJ with a group of men who loved and challenged him, and whom he loved dearly. AJ also adored and loved a local group of guys, who he was in a Bible study with. Perhaps some of AJ's greatest support and adventures came from his dad's friends, who provided him with encouragement, advice and support through all times in his life. AJ exemplified a generous heart with his time and money, and loved to buy people breakfast at the Muzzleloader Café.

AJ is survived by the love of his life, Carly Jane Blain; his mother and father, Al and Bobbi; little sister, Erin (McLaine) Heringer; and younger brother, Bridger; mother- and father-in-law, Steve and Jen Toepfer; brothers-in-law, Nick and Wiley Toepfer; his grandmothers, Shirley Briner and Aldonna Blain; uncles, Gary (Vickie) Blain, Robert (Julie) Blain; aunts, Flori (Dan) Meyer, Monty (Holly) Christensen, Pam (Rick) Damron; cousins, Jared, Travis, Josh, Shawn, Jonathan, Daniel, TJ, Dani, Dillon, Ali, Sydney, Blayne, Ashli and Marin.



In Memory

Todd Hanawalt



Todd Mark Hanawalt little Brother, Son and Best Friend took his last flight in this life on July 27, 2013 while working in the beautiful skies of Montana.

Todd's life was an adventure! He snowboarded, wood carved, wrestled and surfed. He loved to river raft and fly fish. Todd was a prankster, he had an infectious laugh and a contagious smile. He was a self-taught expert at many things, from making sail boats to gourmet cooking. Todd was a pilot, an ice climber and a hiker. Todd loved to rock climb, scuba dive and mountain bike.

His passion was flying. He absolutely loved being a helicopter pilot. He felt equally at home on his Uncle Kent's ranch. He was a cowboy and loved to country dance.

Those who met Todd were his friend for life. He had more friends than we even knew. Todd loved his family so much and every one of his nieces and nephew thought they were his favorite! Todd was a hugger! He faithfully served a two year mission for the Church of Jesus Christ of Latter Day Saints, serving in the Billings, Montana area.

His voice was amazingly beautiful, winning him a college scholarship. And when he sang he would charm his way into your heart.

Todd is survived by his parents, Mark and Michele Hanawalt and Richard Cockrell; sisters, Heather (Jay), and Heidi; brothers, Christopher (Michele), Sean (Emily), Joshua (Alysha), Michael (Delia), and John. Also surviving are numerous nieces, nephews, aunts, uncles, cousins, Summit Air family, extended family and many friends.

Though Todd left us way too early, he lived life to the fullest, accomplished so much and touched so many hearts.

Backcountry Pilots Applaud Monument Court Decision

The Recreational Aviation Foundation (RAF) is pleased to announce today's decision by the Ninth Circuit Court of Appeals that largely upholds the backcountry airstrip designations on Upper Missouri River Breaks National Monument. The RAF and Montana Pilots' Association mobilized early on in the Bureau of Land Management planning process to retain the airstrips.

"This is the vital role the RAF plays in preserving recreational use airstrips on public lands. This outcome matches our mission perfectly," observed John McKenna, RAF President. "We are relieved to see the Ninth Circuit support the BLM's reasonable approach for the continued use of six airstrips in the Monument," McKenna added.

The Monument was created by President Clinton during his final days in office in January of 2001, and comprises about 375,000 acres and 149 miles of the Missouri River. The BLM Management Plan did not authorize new impacts, but applied some restrictions to long-existing uses of the Monument such as roads and airstrips. A suit challenging the resulting plan was filed by preservation groups led by the Montana Wilderness Association and The Wilderness Society, triggering RAF and MPA action to file as interveners in the district court proceedings. The Missouri River Stewards and Fergus, Phillips, Blaine and Choteau counties joined in defending BLM's management plan.

"We have worked many years alongside the Bureau of Land Management and other interests seeking a balanced management plan that can be a model for other Monuments," McKenna concluded.

The Ninth Circuit did rule in the preservationist plaintiffs' favor on a single narrow issue, directing BLM to conduct a more intensive "Class III inventory" of the roads, ways and airstrips designated for continuing use. Costs of appeal are normally applied in favor of the prevailing party, but the Court specifically ordered each party to bear its own costs.

The aviation groups are represented by Paul Turcke of Boise, Idaho, and Rob Cameron of Helena. A copy of the Court's decision may be viewed at <http://cdn.ca9.uscourts.gov/datastore/opinions/2013/07/31/11-35818.pdf>



Photo by Mike Todd

Flight of a Lifetime

By Bill Vander Weele, originally appeared in the July 27, 2013 issue of Sidney Herald, reprinted with permission



Bryan Prevost with his family including Cassie, Ryder, Tori and Tiegen.

Bryan Prevost, Lambert, experienced a dream come true last week when he was given the very rare opportunity of flying with the world-famous Canadian Forces Snowbirds flight team.

“It was a chance of a lifetime,” Prevost said. “I can’t believe it actually happened. It’s surreal.”

The journey – which climaxed with Prevost flying with the Snowbirds during a practice held prior to an air show in Lethbridge, Alberta on July 19 – started in April when Prevost half-jokingly mentioned to a friend on the Canadian squadron about riding in a jet. “He said, ‘I’ll do better yet, I’ll get you a ride with the Snowbirds.’”

Two days later, the Lambert native received the news of when and where he would get the privilege of flying with the Snowbirds.

“It’s very rare, especially for someone who isn’t Canadian or in the military,” Prevost noted. “It was quite an honor.”

Prevost became acquainted with the Snowbirds through various air shows throughout the years. The Snowbirds performed in Sidney in 2009 and then earlier this year.

Prevost, however, found out in April that he needed to drop 25 pounds in order to take part in the July flight. “I walked three miles daily and cut down on food.” The morning before the day of the flight, he lost the last pound required. “It was well worth it.”

On the day prior to the flight, Prevost had to go through a physical examination as well as be fitted for an oxygen mask, flight helmet, flight suit and ejection seat training. He explained that the pilots are strapped in incredibly tightly. Prevost has flown for 20 years, but this was his initial experience in a jet.

During the 45-minute full practice flight in the C-T 114 Tutor, highlights included Prevost flying the jet for 20 minutes before the practice and being part of a formation consisting of nine planes. “There were planes everywhere you looked.”

He, however, was never afraid during the experience. “I felt very safe during the flight and enjoyed the ride.”

Prevost said it was certainly an experience he will not ever forget.

“For an aviation guy, it was the most exhilarating thing I have done in my life,” Prevost said.

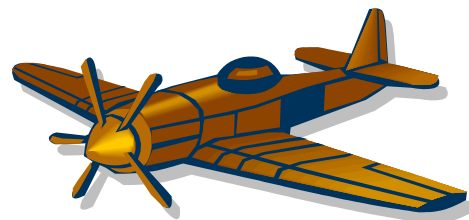
FAA Aviation Registry Lacks Accuracy, Completeness

A recently completed audit by the Transportation Department’s inspector general has found that the FAA’s Civil Aviation Registry does not provide all of the information needed for aviation safety and security measures. According to the DOT IG, the FAA lacks the information it needs on the identity of noncitizen aircraft owners and has incomplete information on pilot certifications.

FAA regulations require owners to update or correct the information in their registry records periodically, but the agency does not check these reregistrations against the original records to ensure accuracy and regulatory compliance.

“We found incomplete registrations for about 5,600 aircraft, or 54 percent, owned under trusts for non-U.S. citizens,” the audit report said. “As a result, the FAA has been unable to provide information on these aircraft to foreign authorities upon request when U.S.-registered aircraft are involved in accidents or incidents in foreign lands, as required by the Convention on International Aviation.”

Similarly, the registry lacks complete information on pilot certifications, which makes it difficult for law enforcement officials to use the registry to conduct security screenings required by the Intelligence Reform and Terrorism Prevention Act of 2004, or to detect pilots who provide false information.



Pilots honor Musselman, 94

By Doreen, Heintz, News-Argus Staff Writer, Originally appeared in the July 29, 2013 issue of Lewistown News-Argus, reprinted with permission

A career of flying which began at age 18 came to a close on Monday evening when the Central Montana Pilot's Association celebrated Ed Musselman's 94th birthday during its annual summer picnic held at Jack's Hangar in Lewistown.

Originally, it was planned for Musselman to fly in to the Lewistown Airport for the "final flight" of his long and storied career, but a throttle that did not work properly caused the flight to be cancelled. Now Musselman's final flight will be the one he took two days earlier, on Saturday, with his grandson.

Musselman was raised in the San Fernando Valley of California.

"This was known as the heart of aviation development," said Musselman. "I became interested in flying when I was 12. They were just starting to make some aerial movies at that time. I remember watching planes having dog fights for those movies right over our house.

"By the time I was 15, I was hanging out at the local airport," he said. "This was during the Depression so there wasn't much money but I swept floors and washed airplanes.

"I had my first airplane ride when my girlfriend paid 35 cents for the gasoline," Musselman added.

So began Musselman's career as a pilot. He flew many years for Western Airlines, and has many great stories to tell about those years. He told the members of the Central Montana Pilots Association about flying a 260-passenger DC-10 with a new flight engineer. The flight engineer was still pretty green as he had set the pressure differential for flying into Acapulco, Mexico, which is at sea level, when they actually flew into Mexico City, which is 7,400 feet above sea level.


For many years, Musselman flew from the Burbank, Calif. airport to Las Vegas. On many of those flights there were Hollywood movie stars.

"We often invited them up to the cockpit," explained Musselman. "My favorite was Red Skelton. He told us a lot of jokes while sitting up in the cockpit."

Today, Musselman lives up New Year's Gulch on Maiden Road. He lives on the ranch that his late wife's grandfather built. His wife was Pauline Lucier.

"Her grandfather built the ranch in 1873, the same year Chief Joseph came through here," said Musselman.

A fitting tribute to Musselman at his birthday party was a large cake with 94 candles on it. It took a few puffs for the 94-year old to blow out those candles, but that was a small feat when compared to the 30,000 hours of accident-free flying that Musselman accomplished over his career.



There are still a few spots open in the 2013 Search Pilot Clinic that will be held in Columbus on September 6-8. If you are interested in attending please complete the form on our website <http://www.mdt.mt.gov/aviation/> or call Dave Hoerner at (406) 444-9568.

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.



Calendar of Events

August 11 – Lions Club Drive In, Fly In breakfast and model airplane show at Hysham Airport beginning at 7:00 a.m. For further information contact Bob Miller (406) 342-5252 or email bpmiller@rangeweb.net.

August 16-18 – Montana Fun Weekend - Cut Bank International Airport. Fly in/Drive In Breakfast. Nostalgia Drags, Car Show, Bowling Ball Bombing, Burnout Contest, show Planes, and much more! For further information contact Dave Ries at (406) 873-8683/229-0376 or visit website www.cutbankairport.org.

August 17 – Montana Department of Transportation celebrating 100 years of service. Morrison Park on Airport Road; 12:00 p.m. to 4:00 p.m. Static Display, Young Eagle Rides, Entertainment, and Refreshments. Held in conjunction with Helena Regional Airport Open House. For further information call (406) 444-2506 or visit our website at www.mdt.mt.gov/aviation/.

September 6-8 – Search Clinic, Columbus Airport. For further information visit our web site at www.mdt.mt.gov/aviation/ or call Dave Hoerner (406) 444-9568 or email dhoerner@mt.gov.

September 7 – Sheridan County Airport Fly In and Open House. 8:00 a.m. to 4:00 p.m. Sheridan, Wyoming (KSHR). Pancake breakfast, static display, flight demonstrations, kids flights and activity area, business educational and career opportunities on display. Sheridan County Chamber of Commerce annual Brewfest follows in downtown Sheridan, trolley rides to downtown will be available. For further information contact Dale Hall dale@kennoncovers.com (307) 752-5367 or Jeff Baum j_vbaum@msn.com (307) 752-1259.

September 8 – Fall Splash-In at Lee's Landing, Flathead River, Bigfork. For further information contact Ry Keller ry@eaal02.org or visit www.mtseaplanes.org.

September 26-27 - Montana Community Airport Association 2013 Fall Conference. Hilton Garden Inn Kalispell. For further