



# Montana and the Sky

MDT - Department of Transportation

Aeronautics Division

Vol. 51 No. 9

September 2000

## Schafer Meadows Annual Work Session

More than 40 aircraft gathered in the Great Bear Wilderness July 14 & 15 to participate in the annual work session. The Montana Aeronautics Division coordinates with the US Forest Service, the Montana Pilots Association and the Montana Flying Farmers to organize the event.

The Schafer Meadows Airstrip was built in 1933 and allowed to remain open when Congress approved the legislation in 1978 creating the Great Bear Wilderness. It remains the lone wilderness airstrip within the 1.5 million acres that make up the Bob Marshall, Great Bear and Scapegoat wilderness complex.

Lt. Governor Judy Martz, her husband Harry and daughter Stacy, arrived on Saturday to help out in preparing the meal provided by Loren Smith and Jane Mart of Great Falls, this year an extra special surprise, live lob-

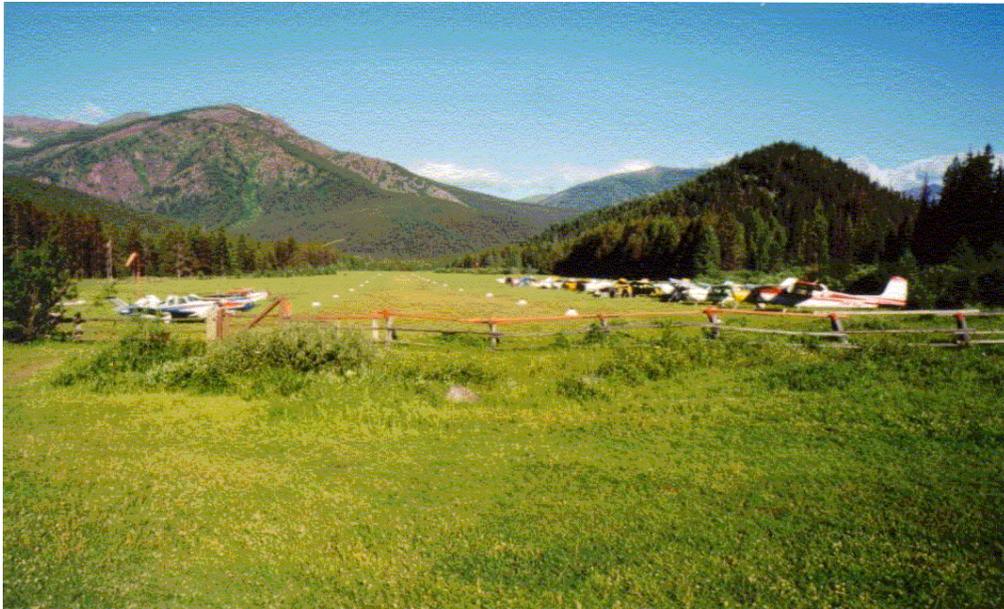
ster flown in from Maine. US House Candidate Dennis Rehberg and Congressman Curt Weldon from PA, flew in on Saturday to say hello to the hard working volunteers.

This year's session involved installing new windsocks, rock removal and filling up gopher holes on the runway, fence repairs, repairing campsites and completing the trail through the campground.

Many thanks to Loren and Jane for the outstanding lobster meal they provided, you outdid yourselves. And also a big THANKS to the many volunteers without whom this work session would not be possible.



*Gail Sammons, Chief Cook ran the show organizing the Lobster feast with assistance from Lt. Governor Judy Martz.*



# Administrator's Column

## DUAL BRAKES NOT REQUIRED FOR INSTRUCTION -

In order to clarify whether or not dual brakes are required for dual flight instruction the FAA has issued a handbook bulletin for its FAA inspectors, which should eliminate future misinterpretation of the regulation. The handbook makes it clear that dual brakes are NOT required for dual flight instruction nor for certified flight instructor and multi-engine instructor practical tests. Many general aviation aircraft do not have dual brakes, including Mooney, Beech Bonanza, Beech Barons, and Piper Apaches. This new handbook bulletin resulted after the Aircraft Owners and Pilots Association (AOPA) expressed concern over some FAA inspectors issuing citations for pilots and instructors for flight training in such aircraft.

## NBAA AWARD FOR MERITORIOUS SERVICE REFUSED -

The National Business Aviation Association (NBAA) will not be presenting its "Meritorious Service Award" to Edward Stimpson as planned because the U.S. State Department requested that Mr. Stimpson decline to accept. The reason for this is that Mr. Stimpson is the U.S. Ambassador to the International Civil Aviation Organization (ICAO) and thus represents the aviation community at ICAO and therefore it was deemed inappropriate for him to accept such a prestigious award. I'm sure many of you knew Ed Stimpson when he was president of the General Aviation Manufacturers Association (GAMA) as he has been a guest speaker at two of our aviation conferences. Ed is certainly a worthy recipient for this award. There is speculation that NBAA will present this award to Ed after his post at ICAO ends.

## NATA INITIATES EFFORT FOR INDUSTRY SUPPORT OF VISA WAIVER PROGRAM LEGISLATION -

National Air Transportation Association (NATA) president Jim Coyne announced a grassroots effort to garner support for legislation currently before Congress that would make the Visa Waiver Program permanent and extend the coverage to include Part 91 and Part 135 operators.

Established in 1988, the current Visa Waiver Program allows foreign nationals from 26 specified countries to visit the United States for a maximum of 90 days for business or personal purposes without a visa on commercial air carriers. However, business aviation and on-demand air charter operations have been

excluded from participating in the program.

H.R. 3767, the Visa Waiver Permanent Program Act, would allow noncommercial aircraft owned or operated by a domestic corporation of a part 135 on-demand air charter operator to enter into agreements with the United States, similar to agreements that commercial carriers enjoy.

"This legislation would allow general aviation to be on par with the commercial airlines, thereby offering the same benefit to the customers we serve," Coyne stated.

While the bill has consensus among Congressional leaders, the measure has become highly volatile as Members of the U.S. Senate continue to place "holds" on it for political gain.

"It is vital that NATA members tell Congress that his legislation provides national security protections by requiring these domestic corporations and Part 135 on-demand air charter operators to present bond as determined by the Attorney General to ensure compliance with the requirements within the Act," Coyne explained. "This bill should not be used as a means for political gain during an election year."

## CONGRESSIONAL ACTION COULD GROUND CIVILIAN WARBIRDS -

Legislation currently in the U.S. House of Representatives which is the military authorization bill (H.R. 4205), contains language which will require demilitarization of surplus military equipment, including aircraft. If this bill passes there would be no time limit on that demilitarization authority. Civilian owned military surplus aircraft owners regard such broad authority as a threat to their aircraft, as military officials could force aircraft owners to make the airplanes unflyable. Experimental Aircraft Association (EAA) President Tom Poberezny stated "This effort to create federal policy to correct a specific problem grants sweeping authority that could unintentionally cripple the warbird preservation movement. While the resolution's authors had no such intent, it is highly possible that this legislation could force warbird aircraft owners to make their rare airplanes unflyable to meet overzealous enforcement standards." The EAA's Legal Advisory Council and Warbirds of America Division have been working with congressional representatives to modify the language in the bill. Senator Inhofe (Oklahoma), a pilot and supporter, has been working with EAA and they have suggested to the Department of Defense that the language in the bill be clarified so that demilitarization means only

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# Club Podvig from Magadan Russia pays a visit to Montana Aeronautics

Each year Club Podvig, young men involved in a discipline somewhat like the Boy Scouts of America or a military prep school, visit Montana. Loren Smith and Jane Mart host the club at the Great Falls KOA. One of the club's favorite activities is their flight and airport program at Montana Aeronautics. Mike Ferguson and Jeanne MacPherson flew the cadets. The young men are involved with aviation in Russia and most of the cadets have made their first parachute jump.

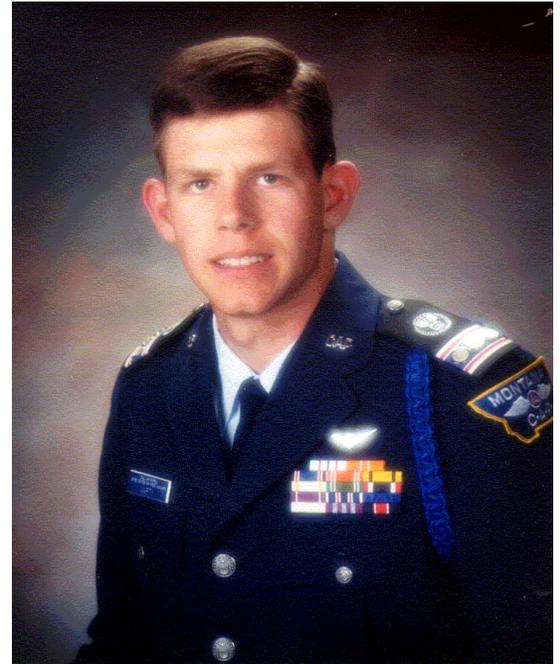


## CADET RECEIVES AIR FORCE ACADEMY APPOINTMENT

Cadet Captain Gordon Marty, has accepted an appointment to the United States Air Force Academy (USAFA) in Colorado Springs as part of the class of 2004. He began his new career in the United States Air Force (USAF) at the USAFA last June and will be majoring in aeronautical engineering and has hopes of becoming an Air Force pilot by the time he graduates.

Cadet Marty joined the CAP cadet program at Missoula Composite Squadron in 1998 and since then has earned the General Bill Mitchell Award, Amelia Erhart Award and was also selected as 1999 Montana Wing Cadet of the Year. He earned his private pilot certificate in June of 2000.

Good luck to you, Cadet Marty, "live long and prosper".



*Cadet Captain Gordon Marty of Missoula Composite Squadron will be part of the Class of 2004 at the United States Air Force Academy in Colorado Springs, Colorado.*

## Calendar

**September 1 – 4** – Montana Ultralight Fun Flyers Annual Fly-in, Silver City Airport. Everyone is welcome to fly-in or drive-in. Call Brian or Linda Lee (406)442-1701, email: skyryder@uswest.net.

**September 2 – 4** – Cleveland National Air Show, Burke Lakefront Airport, Cleveland, OH, [www.clevelandairshow.com](http://www.clevelandairshow.com).  
September 9 – MAAA Fall Meeting – Seeley Lake Airport.

**September 9 – 13** – NASAO 69<sup>th</sup> Annual Convention and Trade Show, Long Beach, CA.

**September 14 – 17** – Reno Air Races.

**September 15 – 17** – Mountain Search Pilot Clinic, Kalispell.

**September 16** – Dillon Aviation Days, call Dillon Flying Service (406)683-5242.

**September 16 – 17** – Oregon Air Fair 2000, Albany Fairgrounds. Info: NW Aviation Association (800)547-6922.

**September 21 – 23** – International Northwest Aviation Council Annual Conference, Jackson Hole, WY.

**September 22-24** – Montana State Fly-In held in conjunction with MPA Fall Fly-In and Board meeting. For more information call Lori Smith (406)752-6154 or email [LDSMITH@IKON.COM](mailto:LDSMITH@IKON.COM).

**September 30 – October 1** – Springfield Air Rendezvous 18<sup>th</sup> Annual Air Show featuring the USAF Thunderbird Demonstration Team, Capital Airport, Springfield, IL (217)789-4400.

**October 7** – Alvin & Barb Hirsch Fly-In, begins early a.m. with coffee, juice and donuts, games and a great lunch at noon. For further information call (406)354-6009.

**October 10 – 12** – National Business Aviation Association 53<sup>rd</sup> Annual Meeting & Convention, New Orleans, LA.

October 20 – 22 – AOPA Expo 2000, Long Beach, CA.

## Administrators Column Continued...

for the purpose of "solely deactivation offensive equipment and weaponry" in disposed surplus equipment." Michael Pangia, of the EAA Legal Advisory Council, stated "This language would handle the specific situation that sparked the creation of the resolution. It is important, however, not to harm more than 40 years of preservation efforts to Warbird aircraft. The Warbird movement has safely maintained rare and significant airplanes as part of our nations - and the world's - history. These aircraft are flown as display aircraft, and pose no offensive threat to anyone or anything."

# Montana Antique Aircraft Association Fly-In at Three Forks



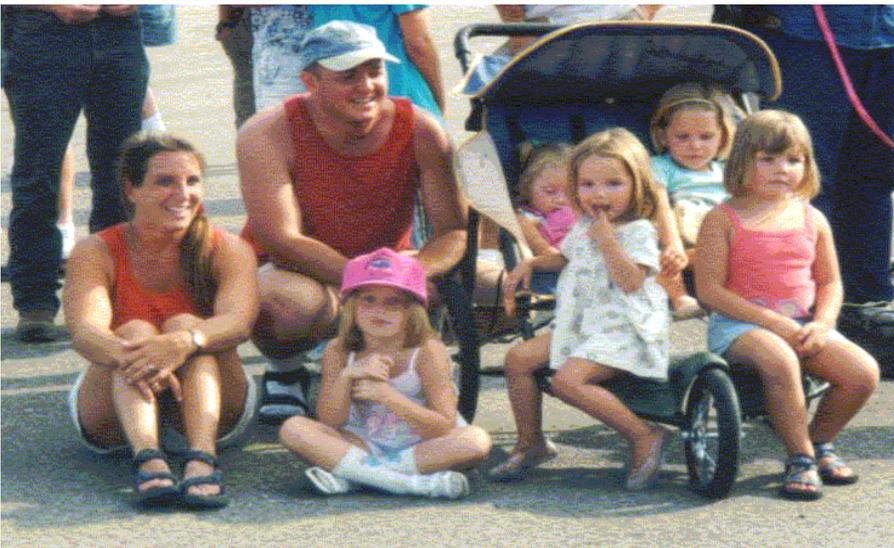
*Paul Andrus and Randy Reynolds air traffic controllers from Helena provided air traffic control services in a temporary control tower at Three Forks. The Fly-In attracted over 170 aircraft, which kept them quite busy.*



*Ray and Darlene Sanders receive the "best antique" award for their beautiful Travelair from MAAA President John Hanson.*



*Above, Jean DeVivo, Cherry Gillespie, and Bernie Inman visit while enjoying the shade and watching the fly-in activities.*



*Left, Bitsy and Nigel Davis and their adorable little girls make the MAAA Three Forks fly-in a family event. Good thing that they are both pilots and have two airplanes.*





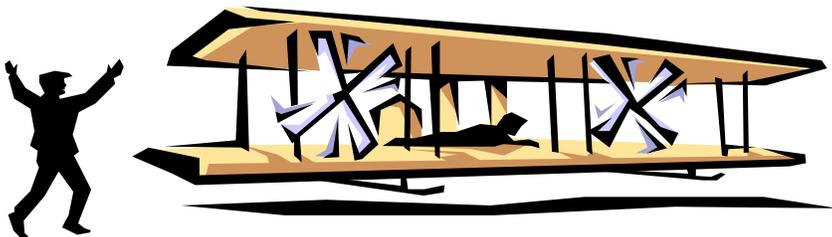
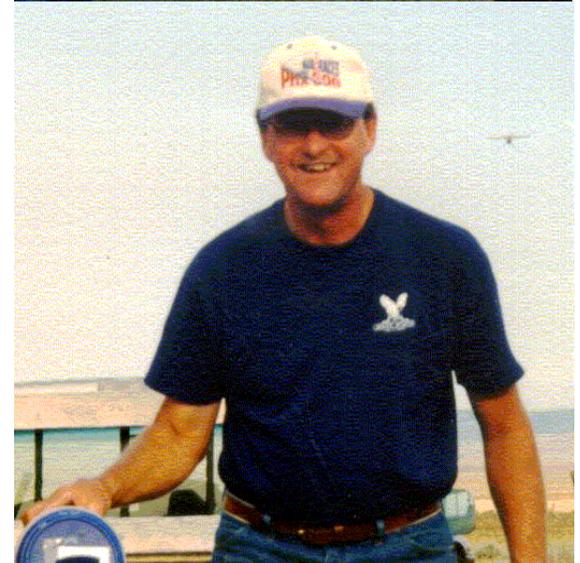
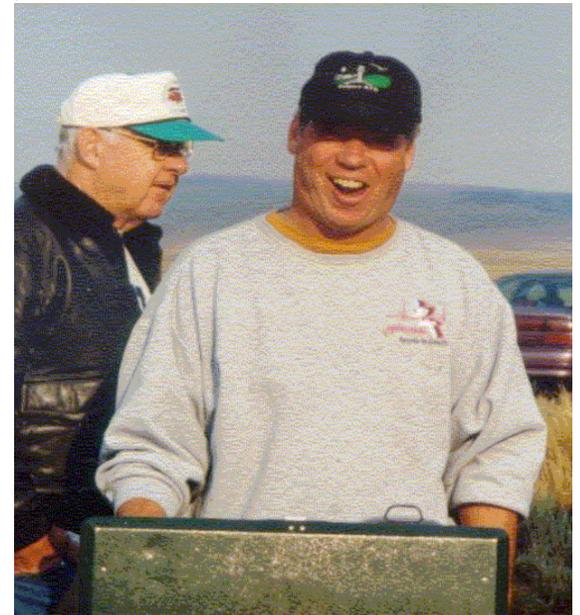
*Sharon Rammell presents one of her beautiful paintings to Patsy Bently who held the lucky drawing ticket, congratulations Patsy!*



*Toni Heckel presents one of her outstanding paintings to Jim Booth who held the winning drawing ticket, what great donations for the lucky winners!*



*Participants enjoyed good food and conversation at the Drain/Kleimer breakfast Steve Kleimer and Alan Drain prepared the feast for the Saturday morning Three Forks annual fly-out breakfast at the Wilsal airstrip.*



# SCHAFER MEADOWS VOLUNTEERS



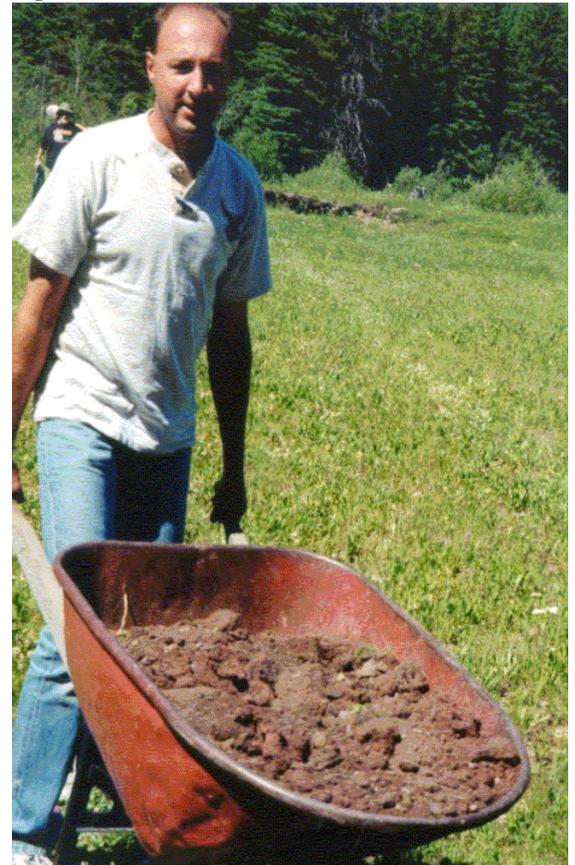
*Debbie & Danielle Alke assisted Bonnie Daniel of Fishtail and Randy Hanson of Colorado with fence repairs.*



*Guy Wilson of Moore and Bob Lipscomb of Glasgow installing a new windsock.*



*Al Koss US Forest Service Ranger with Lt. Governor Judy Martz thanked all the volunteers for taking time to preserve backcountry airstrips.*



*Above, Dan Norhton of Helena cheerfully hauls dirt over for campground improvements.*



*Left, Several volunteers collected buckets and wheelbarrows of dirt for leveling out campsites.*

# The Civilian Pilot Training Program – TRAINING AMERICA'S EAGLES

(Reprinted from The National Air & Space Society Newsletter)

By Stanley D. Schneider

Even in these days of America's preeminence in air and space, few people recall, or have read about in their history books, the Civilian Pilot Training Program (CPTP). The brainchild of Robert H. Hinckley, the CPTP was introduced in the late 1930s to teach American youth the fundamentals of flying.

Hinckley was a Mormon born in Utah in 1891. He was nominated in 1938 by President Franklin D. Roosevelt to be one of five members of the newly created Civil Aeronautics Authority (CAA). Hinckley believed that American youth not only should, but must, be introduced to the new air age by learning to fly and by taking courses that would familiarize them with the emerging science of aeronautics. Soon after becoming a member of the CAA, he proposed a program that would give young people flight training through universities, colleges, local fixed-base operators, and flight schools certified by the CAA. The universities and colleges would provide ground instruction; the fixed base operators and flying schools, the flight instruction. Hinckley believed this program would fulfill two national needs stimulating private flying and providing a standing reserve of civilian pilots who could be called on in a wartime emergency.

But before Hinckley's idea could take wings – and become a working government program – many obstacles had to be overcome. Not the least of these was industry's dislike of previous Administration aviation policies and programs, not to mention the concerns of military about the directions, controls, and ultimate worth of the program. Many educators also raised questions. And, there were doubts in Congress, which would need to approve the funding. Debates in Congress covered many issues, but particularly contentious were the issues involving the military. Hinckley and his supporters had to assure Congress that the role of the CAA would not be to train military pilots, but only to establish a pool from which young people "with the equivalent of primary training" could be drawn now or in "the time of emergency." From there the military could take them into advanced training. The hearings continued for several rounds, with sometimes bitter debates. Senator Everett Dirksen of Illinois insisted that the program include African Americans. Dirksen fought hard for this anti-discrimination amendment, which stated that none of the program's benefits would be refused "on account of race, creed or color."

Finally, the legislation was approved and on June 27, 1939, President Roosevelt signed the CPTP Act. Debates continued over

funding, however, and it was not until August of that year that the House and Senate agreed to appropriate \$4 million, with a quota of 11,000 students.

Even before its final funding was approved, a CPTP demonstration program was underway. Thirteen participating colleges and universities had been selected to start the program either because of their "pioneering" work in aeronautical engineering or because they had flight training programs. Contractors bid for the flight training. The CAA selected approximately 330 students between the ages of 18 and 25 to take part in the initial phase of the program. Physical standards were developed based on military criteria, and a flight-training program was set up. Because of the success of the initial program, the pressures of the dangers abroad, and even some favorable publicity from Hollywood in the form of a movie, *20,000 Men A Year*, the CPTP grew rapidly. By the end of 1939 it was training approximately 9,350 men and women at 435 colleges and universities throughout the country. It continued to expand and not just in the number of participants. The CAA contracted to train 60 students in so-called unconventional aircraft, which had built-in safety features. It also began a research program involving testing and training. This research was eventually to prove invaluable in establishing objective standards for predicting pilot success and measuring improvement and progress in instruction.

After the entry of the United States into World War II, the entire nature of the CPTP changed, reflected in a name change to the 'War Training Service.' Hinckley's idea of flight training to introduce American youth to the new air age gave way to the contingencies of war.

All told, Robert Hinckley's accomplishment in launching and pursuing his vision of the CPTP made several contributions to this country. It provided young men and women of all backgrounds and race the opportunity to learn to fly. It also gave a scientific foundation to psychological testing and research into various aspects of pilot training and helped to bring instructional materials that would support the study of aeronautics into secondary schools. And, it did provide a pool of pilots that could be trained for the military. Many of these young people served with distinction in World War II.

Perhaps CPTP's greatest success, however, was as a civilian pilot training program. Despite the criticism and budget cuts it suffered during its controversial period of July 1940 to June 1942, it trained more than 98,000

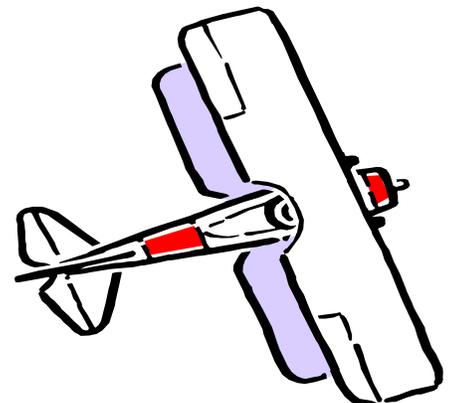
pilots. Largely as a result of the intensified CPTP, the number of licensed pilots in the U.S. increased from approximately 23,000 at the beginning of 1930 to 100,000 by the time of the attack on Pearl Harbor.

By doing this, it helped develop a generation of Americans who would insure the nation's leadership in ushering in today's great age of air and space. And all that makes the story of the CPTP a bit of history worth recalling.

## Search Coordinators pass on duties to others

Many thanks to volunteer search and rescue coordinators Lyle Sartain, District 4 Coordinator from Great Falls and to Willy Rimby, District 6 Coordinator from Lewistown. Both Lyle and Willy have put in countless hours toward search over the many years as volunteer coordinators for the Montana Aeronautics Division. Lyle Sartain also volunteered his expertise as an ELT ground instructor at the annual Mountain Search Pilot Clinic.

Taking over the duties for District 4 will be, Hugh Wilkins of Great Falls. Hugh is an instructor of ELT training at the Mountain Search Pilot Clinic and has a vast amount of knowledge in the areas of search. As, does Tom Killham, the new District 6 Coordinator from Lewistown. Both Hugh and Tom were up all night long with emergency locator (ELT) direction finding equipment on the night of May 31, 2000, assisting with the search for the missing Cessna 414.



## Search and Rescue

Most pilots do not realize the tremendous amount of resources that are expended on search and rescue efforts. As, an example, a recent search which involved the following agencies looking for an overdue aircraft (on a flight plan from Greybull, Wyoming to Glacier Park International in Kalispell, MT):

The Montana Aeronautics Division, the FAA in Montana and in Wyoming, Langley Air Force Rescue Coordination Center, Salt Lake Center, the Civil Air Patrol, the Montana Highway Patrol, Montana and Wyoming FBO's and airport managers. Multi County Sheriffs' departments that were dispatched to check airports in Laurel, Columbus, Polson, Glacier Park International, Kalispell City, Bozeman, Butte, Livingston, Billings, Red Lodge, Bridger, Big Timber, Three Forks, Townsend, Deer Lodge, Anaconda, Lincoln, Ronan, Ferndale, Seeley Lake, Harlowton, Lewistown, and Philipsburg. Aircraft (volunteer pilots and observers) flying route searches from Kalispell to Great Falls and Kalispell to Butte. Additionally, eight aircraft launched out of Bozeman for route searches to the east.

As in the case above, most of these searches result in the pilot eventually being located "safe and sound". It is true that a number of the agencies that are involved are tax supported and at least a part of their mission is to search for missing aircraft. However a great number of the participants in search are unpaid volunteers, giving up time that would be spent with their families or at their jobs or on personnel activities. A large amount of our air searches and ELT searches would be reduced if pilots would plan and execute their flights in a safe and responsible manner.

**Please do file a flight plan, use your radio and give position reports to the FSS facilities along your route, this reduces the search area, please include on your check list, "CLOSE FLIGHT PLAN". The solution to the inadvertent activation of an ELT is extremely simple, after landing and before shutting down your aircraft, turn your radio receiver to 121.5, if your ELT has been activated you will certainly know it.**

Thank you to the many volunteers that give of their time and resources and provides the backbone to our search and rescue system

Twenty seven hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,053. This includes \$120 for production, \$713 for postage and \$220 for printing.

## 38<sup>TH</sup> ANNUAL INDUSTRY AWARDS PROGRAM

The General Aviation Industry Awards Program is a cooperative effort between the FAA and industry sponsors to recognize outstanding individuals in the *Aviation Maintenance Technician*, *Avionics Technician*, and *Certified Flight Instructor* fields. The Awards highlight the important role each play in promoting aviation safety and education. Winners will be nationally recognized at the HAI HELI-EXPO 2001 and receive valuable gifts and merchandise provided by the sponsors and contributors.

For Criteria/Information and an application please contact Montana Aeronautics Division at 406-444-2506.

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