



Aviation Maintenance Technician Day

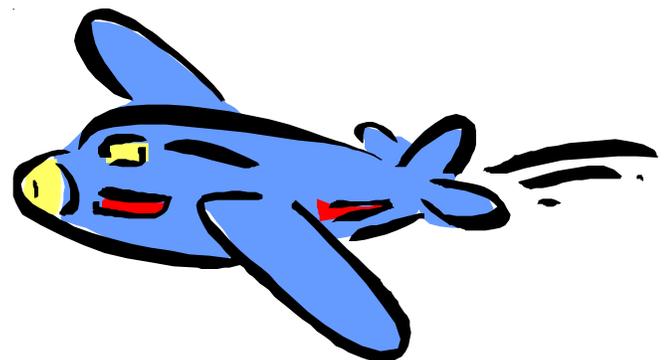
This year Helena FAA flight standards worked diligently to get a bill passed pronouncing an official "Aviation Maintenance Technician Day" although the bill did not make it through the legislative process on May 20th Governor Schweitzer issued a Governor's Citation declaring May 24th, as "Aviation Maintenance Technician Day". To honor all aviation maintenance professionals the Aeronautics Division held a celebration in their office on May 24th. The citation reads as follows:

State of Montana, Governor's Citation: **WHEREAS**, Charles Edward Taylor was born on May 24, 1868; and **WHEREAS**, in 1901, Charles Edward Taylor began working as a machinist for Orville and Wilbur Wright at the Wright Cycle Company in Dayton, Ohio; and **WHEREAS**, Charles Edward Taylor's craftsmanship, enthusiasm, and quiet genius gained a place in aviation history when the Wright Brothers successfully flew their airplane the Kitty Hawk, on December 17, 1903; and **WHEREAS**, after this historic event, Charles Edward Taylor continued to design engines for the Wright Brothers and later taught them to build aircraft engines; and **WHEREAS**, in 1908, Charles Edward Taylor accompanied Orville Wright to Fort Myer, Virginia, for test flights by the United States government and, in 1909, accompanied Wilbur Wright to New York for the Hudson-Fulton flights; and **WHEREAS**, Charles Edward Taylor served as lead mechanic for Galbraith Rodgers, who made the first transcontinental flight in 1911; and **WHEREAS**, Charles Edward Taylor had a successful career in aviation maintenance for more than 60 years; and **WHEREAS**, Charles Edward Taylor was honored by the Federal Aviation Administration with the establishment of the Charles Edward Taylor Master Mechanic Award; which recognizes individuals with 50 or more years of aviation maintenance experience; and **WHEREAS**, Charles Edward Taylor died in 1956; and **WHEREAS**, it is appropriate to honor the life of Charles Edward Taylor and the invaluable contributions Charles Edward Taylor made to aviation **NOW, THEREFORE, I BRIAN SCHWEITZER**, Governor of the State of Montana do hereby pronounce, that in order to increase public awareness of the vital importance of aviation to the everyday life of Montana citizens and the contributions to aviation made by Charles Edward Taylor, May 24 of each year is designated as aviation maintenance technician day and an official day of observance. On this day, I encourage special observances and exercises throughout the state to celebrate and emphasize the importance of aviation.

Thank you to everyone that came to participate in the celebration. It's nice to see such an important group of individuals receive the recognition they greatly deserve. And special thanks to Governor Schweitzer for realizing the vital role Aviation Maintenance Technicians play in aviation.



Floyd Dockum & Steve Jones, Helena Federal Aviation Administration were on hand to read the citation and congratulate all the Aviation Maintenance professionals that joined in the festivities.



Administrator's Column

Small Community Air Service: A total of 84 small Community Air Service Development Grant applications were submitted this year. This figure is less than half of the applications submitted two years ago. The DOT has the option of awarding a maximum of 40 grants, but there is no requirement regarding the actual number. There is also no requirement that the DOT award the entire grant funding. An initial review indicates there are between 50 and 60 viable proposals for DOT to consider. This year, they made clear that they would be very leery of "consortium" applications and warned against "travel banks" that were nothing more than verbal commitments. The DOT has advised that final determinations regarding the grant applications will be made late this summer.

Aviation subcommittee hearing: Late last month, Senator Conrad Burns held his first hearing as Chairman of the Aviation Subcommittee. The hearing focused on aviation capacity and congestion challenges and future requirements. In 1978, Congress passed the Airline Deregulation Act and since that time air travel has become an essential form of transportation for many parts of this country. It is anticipated that more than one billion passengers will be flying in our skies by 2015, and as the demand and industry continues to grow, the focus needs to be on the increased demand and the ability to manage it. "It is important we understand how congested traffic in hub airports will affect access to states like Montana that rely on connector service. This was an extremely valuable discussion and I was pleased to be joined by several key members of the aviation community to add their two-cents to what will turn into a huge problem if we don't address it now", said Senator Burns.

Limited Access to DCA: After almost four years, general aviation will be allowed access to Ronald Reagan Washington National Airport BUT on a very limited basis. Department of Homeland Security Deputy Secretary, TSA Administrator and FAA Administrator briefed a small group of business and association leaders on the plan for re-entry which will be implemented in about 90 days. The access will require all flight crews to be "pre-certified" and the passengers will need to undergo background checks. The crew and passenger manifest must be submitted to TSA at least 24 hours in advance of the flights. Prior to heading for DC, the aircraft is required to pass through one of a dozen "gateway" airports including Seattle-Tacoma, Logan, Houston-Hobby, White Plains, LaGuardia, Midway, Minneapolis/St. Paul, West Palm, San Francisco, Teterboro, Philadelphia or Lexington. At those "gateways" the aircraft, cargo and baggage will all be inspected and the passengers ID'd and frisked. Each aircraft will be required to carry an armed and "pre-certified" law enforcement officer. Only 48 GA aircraft movements will be permitted per day at DCA, presumably 24 in and 24 out. Considering the strong opposition to reopening DCA to GA by the White House, the Secret Service and some within the DHS, this is the best that could be done for now. Although the plan represents a significant breakthrough in the long-standing effort to promote access to airports for the general aviation community, the plan is very complex and expensive to comply with. It is not anticipated to attract the average GA pilot back to the area.

Pilot Certificate Revoked: The FAA has revoked the private pilot certificate of the pilot that flew into restricted airspace over our country's capital last month creating an international scene — prompting evacuation of government buildings and causing security responses to be set off. The FAA found in its emergency revocation that the pilot failed to properly prepare for the flight, lost situational awareness throughout the flight, penetrated multiple layers of restricted and prohibited airspace, didn't respond properly to intercepting aircraft and failed to take physical control of the airplane from an inexperienced passenger. The FAA did not take action against the passenger on the Cessna 150, a student pilot. A lesson for all pilots to be reminded of: take responsibility for each part of your flight, understand the local airspace, conduct proper flight planning and manage navigation.



Montana and the Sky

Department of Transportation

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Jim Lynch, Director

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Calendar

June 10-12, 2005 – Legends of Exploration Summer Celebration, Fort Benton. Held in conjunction with the National Lewis & Clark Bicentennial Signature Event. For a schedule of events see www.fortbenton.com/sumcel05.

June 11, 2005 – Great Falls MPA & EAA Chapter 1141 Annual Poker Run. \$5.00 per person. Route will run from Great Falls, Stanford, Lewistown, Geraldine, Fort Benton and return to Great Falls. For further information contact Tom Wrobel at usnret@sofast.net.

June 11 & 12, 2005 – First Annual Lewistown Fly-In & 20th Annual Pioneer Power Days – Pancake breakfast on Saturday (free to antique airplane pilots) and Pioneer Power Day events free to fly-in pilots. For further information contact Tim Robertson at (406) 538-6004 or email trobertson@centurypaving.com.

June 14, 2005 – Airport Appreciation Days, Yellowstone Airport, West Yellowstone. 12:00 p.m. – 2:00 p.m. – Barbeque \$5.00 per person; Door Prizes; Young Eagle Rides. For further information and to RSVP phone (406) 444-2506.

June 17-19, 2005 - Meadow Creek Annual Work Session.

June 17-19, 2005 - Fort Peck Airport (37S). Frank Bass Fathers Day Pancake Breakfast. Friday: Cow Creek Fly-in Saturday: Boating, kayaking on Missouri River with Lewis and Clark History, Summer Theater BBQ evening. Sunday: Frank Bass Annual Fathers Day Pancake Breakfast. Contact Russ Dahl, Sec. MPA Valley Hangar, 406-228-4686, email: nemt1150r@yahoo.com or visit their website at www.montanapilots.org.

June 15-18, 2005 - Montana Anitque Aircraft Association 2005 Air Tour. For further infomration phone Cindy Kleimer at (406) 586-2307.

June 18, 2005 – Fly-in breakfast/aviation day, Big Sandy Airport (3U8). Breakfast will be from 7:00 a.m. – 10:30 a.m.; \$5 per person (all you can eat). Flour bombing, spot landing, EAA young eagle rides. For further information contact Tom Hlavnicka or Bill Sheets at (406) 378-2629.

June 18-19, 2005 – Second Annual Twin Bridges Fly-In. For further information phone Heather Puckett at (406) 684-5335, check the following website for details, www.rubyvalleyaviation.com.

June 25, 2005 – Open House & pancake breakfast fly-in Ravalli County Airport, Hamilton. For further information contact David Hedditch at (406) 360-3283 or email drh29@bitterroot.com or Red Caldwell, Airport Manager (406) 369-0183.

July 1-3, 2005 - Intermountain Chapter 99s NW Section 2005 Meeting, Red Lion Hotel, Spokane, Washington. For further information go to www.NWSection99s2005.com.

July 3, 2005 – Fiesta Brunch & Flight Festival, Townsend Airport, 8U8. Every kind of flying machine is welcomed. Camping at the airport, motels, transportation to town, great shopping, fireworks, music, Young Eagle flights, RC models. For more information contact Neil or Karen Salmi (406) 266-5400 or n777sx@earthlink.net.

July 9, 2005 - Del Bonita Work Session. Canadian & US customs have been advised and for US pilots flying in there is no problem with Canadian customs. The work session will begin at 9:00 a.m. followed by lunch. For further information phone the Aeronautics Division at (406) 444-2506 or Don Althen at (403) 758-6755.

July 15-17, 2005 - Schafer Meadows Annual Work Session. For further information phone (406) 444-2506.

July 16, 2005 – 2005 RiverFest annual festival held along the scenic Missouri River in Great Falls. Seaplane demonstrations in cooperation with Holman Aviation and Montana Seaplane Pilots Association. For further information phone (406) 771-1265, or email pgumenberg@ci.great-falls.mt.us visit the website www.ci.great-falls.mt.us.

July 30-31, 2005 – Mountain Madness 05 Airshow. Glacier International, Kalispell. Featured acts include The Blue Angels, Pietsch Brothers, Jim Franklin, Schocklee Jet Truck, Gordon Bowman Jones Announcing and some war birds.

August 4-7, 2005 – Montana Antique Airplane Association Three Forks Fly-In. For further information contact Steve or Cindy Kleimer (406) 586-2307 or sckliemer@aol.com.

August 5-7, 2005 – Staggerwing Fly-In, pancake breakfast sponsored by Seeley Lake Flying Club held on the 7th. For further information contact Wade Cebulski (406) 677-3219 or email slk3219@blackfoot.net.

August 12-14, 2005 – McCall Family Fly-In, McCall, Idaho. For further information contact Tammy Schoen (208) 334-8776 or email tammy.schoen@itd.idaho.gov.

August 19-21, 2005 – Montana Fun Weekend. Cut Bank International Airport. For further information contact Dennis Lenoir (406) 873-2221 or (406) 450-1443. On the web search Montana Fun Weekend.

August 19, 2005 – National Aviation Day.

August 20, 2005 – Seventh annual Polson fly-in at Polson (8S1). For further information contact Larry Ashcraft larjet@centurytel.net.

August 20, 2005 – Wing's & Wheel's Fly-In. Powell, Wyoming. For further information contact Orville Moore at (307) 754-5234.

September 16-18, 2005 – Mountain Search Pilot Clinic, Kalispell. For further information phone (406) 444-2506.

EMT

By: *Mike Quinn, Aviation Support Officer*

The world rolled inverted. It was spinning. It had long gone past the point where normal training dared go. The “Oh Crap” meter was pinned at max, while every fiber in my being screamed out in unison, “This is *bad!*” Every second of training from my past had said that I never wanted to be here in a Cessna. Yet there we were, the earth spinning outside the Plexiglas, the wind beginning to roar from the acceleration, and the adrenaline pumping into every corner of my body.

“Recover,” came the quiet, nonchalant, almost bored voice through the headset. At that command I pumped the yoke violently towards the hungry earth and stomped on the right rudder like Godzilla would a bullet train, in an almost savage move to bring the world back to normalcy.

“Good - very good. But next time, pump the rudder, and not so vigorous with the yoke, Ok? You simply need to release the back pressure, not pin us to the ceiling.” I turned to see a man of

slight build in a flight suit, with a barnstormer styled headset / frap hat, a smile on his face, and a knowing glow in his cool grey eyes. “How was that?” he asked with a grin. My diabolical yawp and maniacal laughter were pure reflex. I had just spun my first aircraft, and it felt like I had just gotten my first hit of an illicit drug – nothing could be that fun and still be legal. I was sure of it.

The gentleman I sat beside was none other than Rich Stowell, known worldwide by his moniker, “The Spin Doctor”. From around the country and around the world, people flock to this man to garner just a peek at what lies beyond the “normal” envelope of aviation, to better know **EMT**: Emergency Maneuver Training. For four days in early May, pilots of the Montana Department of Transportation were blessed (or subjected to, depending upon whom you ask) with this amazing pilot’s tutelage. The true reason for the training was not so much to learn how to spin an aircraft (let’s be honest, though – who better to *really* learn them from than the Jedi Master himself) but to better recognize the aspects of aggravated stalls and spins at their earliest signs, understand their hazards and characteristics, and thereby take the appropriate measures to prevent them from happening.

Ground schools first thing each morning covered the theory behind the coming sortie’s maneuvers, and before you could say, “Barf Bag” it seemed that you were heading to altitude for another rodeo ride. Beginning with Dutch Rolls, then moving in to steep turns, and on through the stall series, Rich would have you perform them all in ways you never dreamed of; I can honestly say that I’ve never stalled an airplane while looking over my shoulder at the back seat. But the reasons for these exercises (looking out at either wingtip, or at Rich while he grinned at you) were simple: rare is the case that an accidental stall occurs while the pilot is staring straight ahead. Most stalls occur when the pilot’s attention is focused somewhere besides what the airplane is doing. Perhaps it could be a rancher circling his cattle, or maybe the kids in the back seat are getting sick, or worse yet – you overshot the runway from base to final and try to “cheat” your way back to centerline with a skidding turn. As I found out from the safety of 3,000 feet AGL, the spiral comes quickly, and yes – you *can* stall an aircraft in a nose-low attitude.

If you want to know more about EMT, you can contact Mr. Stowell via his website at www.richstowell.com for more information. For proprietary reasons, I don’t think we can legally dispense with his knowledge here. After all, it’s his livelihood and we were merely temporary pupils to this Master. But we encourage you to research EMT in an effort to increase your spin awareness and avoidance. Emergency Maneuver Training from a qualified instructor is a phenomenal way to stretch your flying envelope – both in performance and comfort. Rest assured, you will be a safer pilot for it. If you are unable to garner lessons from The Doctor himself, seek out your local Master Instructor, and ask them if they want to go for a spin...



Rich Stowell with the Aeronautics staff; (l-r) Debbie Alke, Jim Greil, Mike Rogan, Rich Stowell, Jeanne MacPherson, Ken Wilhelm & Mike Quinn.

FAA Certified Testing Center

North Star Aviation located in Hamilton, MT was recently approved by the Federal Aviation Administration (FAA) as a Laser Grade Testing Center. They are now administering the full array of industry tests including the FAA written exams. Applicants can schedule FAA exams with them at (406) 363-6471 or with Laser Grade at (800) 211-2754. All non-FAA exams must be scheduled through the Laser Grade registration number. Flight instruction is also available at North Star Aviation which includes Private, Commercial, Instrument and CFI. Airplanes available for rent include Cessna 152’s and Cessna 172’s.



Wisdom Airport Work Day

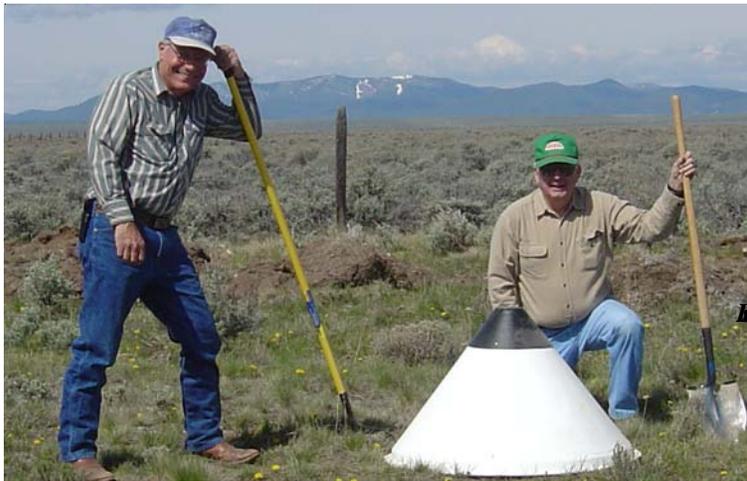
Saturday, May 14th was the day that members of the Southwest Montana Hangar of the Montana Pilots Association made their annual trip to the Wisdom, Montana airport for a clean up day. The weather was perfect, lots of help was present and much was accomplished.

A major job was to put in new tie-downs. A second picnic table was added, so now there are two nice tie-down spots and two nice camping areas. The tables and outhouse were painted and the grounds cleaned up. One job that seems to be on going is to fill in the ground squirrel holes and ruts on the runway. Everyone jumped in and did a magnificent job getting this done. The runway cones were maintained and replaced as needed.

The airport is now in good condition and ready for the summer flying season. Thanks to the Southwest hangar for helping keep Montana's strips safer for everyone.



The cheerful work crew (l-r): Jim Beauchamp, Jim Lane, Alan Eliason, Debbie Beauchamp, George Warner, Byron & Pauline Bayers, Jean & Dennis Devivo, Charles Fligel, Steve & Alex Pasha. Not pictured: Rob McDowell, Joyce Javhola.



Dennis Devivo & Byron Bayers working on runway cones.



Steve & Alex Pasha, Alan Eliason and Charles Fligel making a new tie-down area.



Joyce Javhola & Jean Devivo cleaning up the picnic table.



Townsend Receives Courtesy Car



Townsend airport was recently awarded a grant from the Aeronautics Divisions courtesy car program. Pictured is Jim Holland standing next to their new (to them) 7 passenger Van. When flying into Townsend be sure and try out the new restaurant, The China Wok, at the end of the south runway.

DNRC Conducts Safety Training



The Department of Natural Resources and Conservation (DNRC) held their Annual Safety Training for the DNRC Fire Pilot's, May 26th and 27th at the Department Hangar in Helena. Pictured from left to right are Pete Johnson, Reg Goodwin, Doug Powell, Dick Brady, Bill Paulin, Shawn O'Shaughnessy, Fred Holmes, Lanny Gorman, Chuck Breton, Gil Johnson and Steve Davidson.

*Group Photo- by: Bob Whitham,
Initial Attack Chopper Pilot*

*Lanny Gorman and
Gil Johnson receive
radio programming
instruction from
Chuck Brenton, DNRC
Aviation Manager*



*Photo by: Dick Brady,
Chief Pilot, Kalispell*



FAA Awards Diamond Certificates



On May 12, the Helena College of Technology, Aviation Maintenance Program held their awards ceremony, Steve Jones, Safety Program Manger of the Helena Flight Standards District Office presented the Diamond Certificate Award to five graduating students; Cody Ostler, Matthew Toelke, Burke Hendrickson, Robert Temple and Thomas Brown. The Diamond Certificate Award is the highest award offered to individuals under the Aviation Maintenance Technician (AMT) Awards Program. This program is designed to encourage aviation maintenance technician's (AMT's) and their employers to take advantage of initial and recurrent training. It does this by issuing awards based on the amount of training received in one calendar year; the Diamond award is for 100 hours of training. Congratulations to each of the recipients for earning this distinguished award.

Tools Beneath the Wings!

Each year the Montana Aeronautics awards two scholarships to students enrolled in a college airframe and powerplant program. The 2005 "Tools Beneath the Wings" recipients are, Robert Temple & Tara White who both attend the Helena College of Technology, Aviation Maintenance Program.

Robert has been interested in aircraft since his early childhood. He served two tours as a crew chief in Vietnam; he learned to fly at Fort Carson in the Army Flying club. Robert plans to rebuild and restore general aviation aircraft.

Tara inherited her passion for aviation from her father; year after year, the two have attended the Montana Antique Aircraft Association's Fly-in at Three Forks. Tara is interested in aircraft fabric covering and hopes to open a shop of her own someday.

We wish the best to Robert and Tara, outstanding people with a love for aviation.



(l-r) Rena Smith, Instructor, Tara White, Robert Temple & Brent Vetter, Instructor.

Flathead High Student Receives Scholarship

Logan Hutchin is the recipient of this year's flight training scholarship administered by the Montana Aeronautics Division scholarship fund. Logan is a junior attending Flathead High School in Kalispell. He is an honor role student, an active member of the Flathead High School Aviation Club and has taken the Aviation Space and Technology class. Logan began his flight career when he was invited to sit in the captain's chair of a commercial airliner at a very young age and later flew with his uncle who owned a seaplane and an ultra-light. Logan is currently working on his Private Pilot License and this summer will attend a week long aviation camp at Odegard School of Aviation at the University of North Dakota where he plans on attending college majoring in flight and related subjects. Congratulations Logan!



Bonner Students Take to the Skies!



Jim Greil, Bureau Chief of Airport/Airways for the Division was the pilot for 20 fourth grade students from Bonner School. The new young eagles also had a chance to fly the flight simulator, discuss aerodynamics and learn the phonetic alphabet.



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