



2002 Aviation Awareness Art Contest

The awards ceremony for this year's art contest was held in Helena on May 31. Governor Martz presented Rick Mitchell of Helena, Stephanie Burke of Laurel and Garrett Giblette of Malta with a trophy, ribbon and pin. After the awards ceremony everyone was treated to a tour of the Capitol and lunch before returning home.

The senior division winner Rick Mitchell of Helena will attend the Experimental Aircraft Association (EAA) Air Academy from July 16-25, 2002 at Oshkosh, WI. Rick's tuition along with a round trip airline ticket was paid by contributions from Montana's aviation community, private donations and through the Division's scholarship fund.

We congratulate all of the students that participated in this year's contest and hope to see continued interest in this event.



Rick Mitchell was honored to receive such recognition for his accomplishment. Pictured (l-r) John Rabenberg, Aeronautics Board Chairman; Debbie Alke, Administrator; Dave Galt, DOT Director; Governor Judy Martz; Rick Mitchell and parents Jim and Michelle.



Garrett Giblette pictured here with Governor Martz enjoyed his trip to Helena to the fullest; pilot Jeanne MacPherson even offered him little flight instruction. Garrett's enthusiasm is sure to take him far in life, what an awesome young man!



Pictured above is Category II winner Stephanie Burke, Governor Martz and Stephanie's father Tim. Stephanie who flew in from Laurel in the Aeronautics Division T-41 was a little delayed because of fog, Governor Martz took time out of her busy schedule to meet Stephanie and present her award, we thank Governor Martz for her continuing support of aviation.

Administrator's Column

What a day! Last month I had the pleasure of accompanying Mike Rogan on his quarterly trip to service the MacDonald Pass and Avon beacons. Sure, I could climb a 100' beacon tower! We began the trek, arriving at MacDonald Pass only to find about 3' of snow mid-way up the road, parked the truck and hiked the last ½ mile to the base of the beacon. Mike headed up first in order to unlock the trap door located at the top of the beacon. Mike was up, had the door open and secure, it was my turn to join him. I started up the rungs and realized they were FAR apart, designed for longer legs and was stretched out from toe tops to fingertips as I began the climb. About 1/3 of the way up, I looked down and wondered if I was cut out for this. Vowing not to look down again, I proceeded and arrived safely in the cage! What a view! Mike changed the beacon bulbs, greased the motor and cleaned the slip rings. Finishing the maintenance we descended (a much easier task) and drove to the Avon Beacon. This beacon is located 3 to 4 miles South of the town of Avon and after 30 minutes of off-road 4-wheeling arrived at the second culprit. I made it to the summit of this beacon without second thoughts. During the adventure to Avon we were privileged to see fox, coyote, grouse, elk, and deer.

I learned very quickly that the maintenance that is performed by the Airport/Airways Bureau staff on these airway beacons is to be taken very seriously. The beacons are divided between four staff members; each receives quarterly maintenance and

other attention as demanded throughout the year. On a very windy or wet day, the challenge of climbing these 100' towers must seriously escalate.

The airway beacon program came about as a result of the U.S. mail service in the 1920s. In 1921 airmail planes were standardly equipped with a compass, a turn-and-bank indicator, and an altimeter. A pilot rarely flew at night and then only for short distances. In 1926, the Federal Airways Division installed its first airway light beacon in Moline, IL. By 1933, the federal airway system comprised 18,000 miles of lighted airways on which were installed 1,550 rotating light beacons aiding in the flight of mail at night. In the 1960s navigational technology advanced so quickly that many pilots felt the beacon system was becoming antiquated. The FAA, in cost cutting efforts, began to pare down the system by decommissioning many beacons, in parts of the country where the FAA was unchallenged. The mountainous states were not easily persuaded and in Montana's case the responsibility of system maintenance was transferred to the state. Currently, Montana is the only state that continues to operate its lighted airway beacon system in the mountainous western third of the state. Montana began with 39 airway beacons. In 1966, the Montana Aeronautics Commission selected 12 beacons for continuous operation together with the eight federally-maintained beacons. In the late 1970s the federally-owned beacons were legally transferred from the FAA to the Montana Aeronautics Commission. The Aeronautics Division currently maintains 14 airway beacons, three obstruction beacons and four airport beacons. The airway beacons are placed along well-known, night VFR routes in the western third of Montana and are used to enhance safety during marginal weather conditions. The airway beacons are located at Lookout Pass, St. Regis, Alberton, University Mountain, Bonita, Avon, MacDonald Pass, Spokane, Strawberry, Hardy, Wolf Creek, Whitetail, Homestake, Canyon Resort. The three obstruction beacons denote the highest terrain in the immediate area, and are located at Stoney Point (Rehberg), Butte Silverbow and Monida. The four airport beacons are on Ryegate, Dell, Lincoln and West Yellowstone Airports. The airway

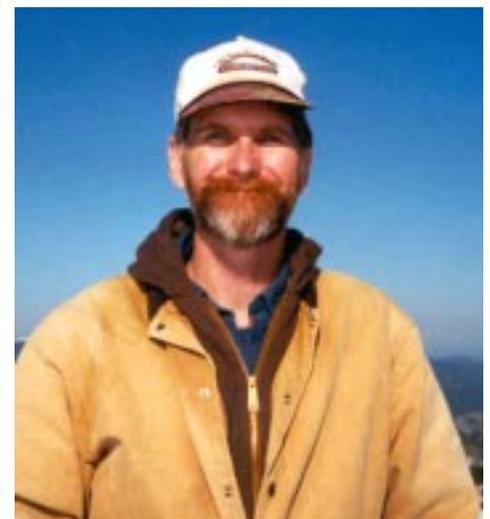


beacons are 24-inch, dome-type lights that emit at least two-million candlepower. All are served by electrical power and are coded with course lights that can be seen clearly from only one direction. The beacon flashes two course lights back-to-back along the airway so that the pilot can follow this beam directly to the beacon. These airway beacons provide practical safety margins for pilots flying in these areas at little cost to the Division.

I was recently contacted by a writer for the Smithsonian that is interested in writing an article on Montana's airway beacons. A pilot himself, if this topic is chosen, he plans to fly to Montana and experience "flying the beacons" himself!

A thorough report on Montana's airway beacons was written by Brenda Spivey while a graduate student at Embry-Riddle Aeronautical University. If interested in obtaining a copy of this excellent report, contact our office.

Thanks Mike for an amazing day—the education, experience and for the great job that you do for Montana aviation.



Calendar

July 4 – 7, 2002 – Fort Peck Fly-In, camping at the Fort Peck airport (motel close by if needed), boating, fishing, water-skiing. Fort Peck Theater and much more. Contact Lanny Hanson for information (406) 228-4848.

July 6, 2002 – The annual MPA North Central Hangar Fly-In breakfast and Big Kid Toy Show will be held at the Big Sandy Airport. Breakfast from 7:30 a.m. to 11:00 a.m. Spot landing, flour bombing, young eagle rides and many other activities are scheduled.

July 12-14, 2002 – Schafer Meadows Work Session.

July 13, 2002 – Ravalli County Pilots' Association is holding a fly-in pancake breakfast starting at 7:30 a.m. at North Star Aviation hangar, north end of the airport.

July 20-21, 2002 – Heart of the Rockies Air Show, Helena Regional Airport special acts including Blue Angels, Greg Poe, Bill Stein, Bud Granley, Gordon Bowman-Jones & Chuck Haynes Racing. Ticket prices: Free-Under 9 years of age, \$8-in advance, \$10-at the gate, \$30-advance family pass (2 adults-must be family members, 3 minors under 16). Tickets will be available at various locations throughout Helena or by calling the Helena Chamber at 1-800-743-5362, tickets ordered by phone will be available at the air show (a \$2.50 credit card processing fee will apply for phone orders). For further information phone the Helena Chamber or check out the website www.helenaairshow.com.

July 20-21, 2002 – Vectren Dayton Air Show presented by Kroger. Website www.airshowdayton.com.

August 1-4, 2002 – Montana Antique Airplane Association annual fly-in, Three Forks Airport-Pogreba Field. Breakfast, steak dinner & dance, display of antique aircraft. For more information contact Bob Green (406) 285-6949.

August 9-11, 2002 – 9th Annual Splash In – Fly In – Stillwater Landing. For information contact Bill Montgomery (360) 629-7453 or (425) 750-6100 (cell), summer Montana #(406) 881-2236. Website: www2.whidbey.net/stilwlnld.

August 9-11, 2002 – 16th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference, McCall Idaho. For details contact Frank Lester at (208) 334-8775 or flester@itd.state.id.us.

August 11, 2002 – Seeley Lake Flying Club is hosting a fly-in pancake breakfast at the Seeley Lake Airport. For further information contact Wade Cebulski (406) 677-3219.

August 17, 2002 – EAA Chapter 344 Fly-In Breakfast and Young Eagle flights. For further information contact Bob Little littlepup@aol.com.

August 17-18, 2002 – Montana Fun Weekend – Cut Bank Airport. Contacts: Dennis Lenoir (406) 873-2221, Dick Ebert (406) 873-5738, or Roy Nollkamper at (406) 873-2137/5566.

August 24, 2002 – Polson Fly-In & Steak Fry/Pot Luck. Please bring hot dish or dessert. For more information call Tom Seabase at (406) 883-9392 or email Tom at aeroworks@aeroworks.net.

August 31-September 2, 2002 – No Host Fly-In and Campfire Social, Yellowstone Airport. For further information contact Jim Greil, Montana Aeronautics Division (406) 444-2506 or jgreil@state.mt.us.

August 31 – Sept. 2, 2002 – Cleveland National Air Show presented by Discount Drug Mart. Website: www.clevelandairshow.com.

September 7, 2002 – Dillon Fly-In, for further information phone Dillon Flying Service at (406) 683-5242.

September 13-15, 2002 – Mountain Search Pilot Clinic – Kalispell.

October 11-13, 2002 – Springfield Air Rendezvous 20th Annual Air Show, Capital Airport, Springfield, IL. Featuring the Canadian Snowbirds Team. For additional information, contact the air show office at (217) 789-4400 or visit website: www.springfield-il.com/airshow.

Montana and the Sky
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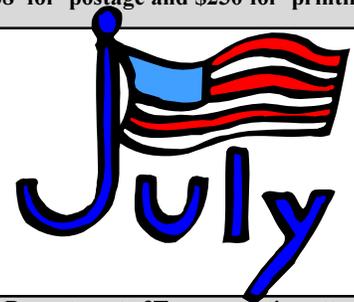
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Laurel Airport Dedication

The Laurel Airport Authority held a dedication ceremony for the improvements at the Laurel Municipal Airport on Saturday, June 8. Dedication speakers were Laurel Mayor Bud Johnson, Dr. John Smith, Laurel Airport Authority, John Rabenberg, Aeronautics Board Chairman, keynote speaker Debbie Alke, Aeronautics Administrator, representatives of Montana's congressional delegations and other local authorities.

The runway which was built 240 feet north of the old runway, expanded from 3,800 feet to 5,200 feet and widened from 50 feet to 75 feet. The \$5.3 million project was paid with 90 percent federal grant money with the remaining 10 percent split between state and local resources.

The day included young eagle rides, breakfast, lunch and a steak fry and hangar dance at Northern Skies Aviation, congratulations to the city of Laurel for making Laurel Municipal one of the busiest general aviation airports in Montana.



Gorvan & Dorothy LeDuc of Laurel were on hand to enjoy pancakes for the breakfast that kicked off the event. Gorvan is one of the pilots who helped charter the EAA chapter back in the late 1950's.



Among the VIP's in attendance were (l-r), John Rabenberg, Montana Aeronautics Board Chairman, Sharon Peterson, Senator Baucus' office, Craig Denney, Executive Vice President & COO, Big Sky Airlines & member of the Montana Aeronautics Board.



Frank Felke of Laurel was chief cook for the steak fry held Saturday evening. Frank is always on hand to assist with functions happening at the Laurel Airport.



Meteorology Course Offered

A distant learning course in Aviation Meteorology will be offered for the first time this fall by the Rocky Mountain College Aviation Program. The course will cover the fundamentals of meteorology that apply to understanding aviation weather and will include a thorough coverage of the various Aviation Weather Service products.

John Pulasky, the RMC meteorology professor, will instruct the course. John is also well known throughout our region for his agriculture weathercasts for the Montana Ag Network.

Contact the RMC Distance Learning Division at (406) 647-1004 or by email to webct@rocky.edu to obtain information or register for the course.

Grand Opening Celebration



The dedication of the R. Preston Nash, Jr. hangar was held in Missoula on June 15, Governor Judy Martz was keynote speaker and the legendary Cosmopolitan Caravan 10-piece 40's swing band provided entertainment well into the night. The dedication was a salute to the greatest generation honoring all veterans, policemen & fireman.



On display was the refurbished DC-3/C-47; this aircraft was flown in the Mann Gulch fire back in 1949. If you get a chance be sure and stop by the R. Preston Nash, Jr. Museum of Mountain Flying.

Rocky Begins Flight Training Operations

The aviation program at Rocky Mountain College, located in Billings, Montana will begin its own flight training operations, in nearby Laurel, Montana, with a fleet of new Piper aircraft this fall. Five Archer and an Arrow complex trainer are being delivered and will be followed by a multi-engine trainer.

Roy Speeg, the new director of flight operations says, "The location in Laurel provides excellent airport facilities for training, with a lot of airspace in Montana's Big Sky country, where students will learn to fly in an environment that offers a variety of weather and terrain conditions."

Flight operations will be based at Laurel Airport, with its newly reconstructed runway and ramps. The airport is only a two-minute flight to the Billings Logan International Airport, which has Class C airspace and provides ideal instrument training capabilities.

"Enrollment in the aviation program has grown steadily in recent years and we have reached our goal of establishing our own flight training capability," says David Kimball, RMC's director of aviation. Rocky Mountain College, a private, liberal arts college, offers majors in both aeronautical science (professional pilot) and aviation management. For more information, call 1-800-877-6259, or visit the college's web site at www.rocky.edu/aviation.

Montana Trivia

1. Billings and Dillon were named for presidents of companies operating what type of business?
2. Black bears are distributed through approximately what portion of the state: a) 12%, b) 23%, or C) 32%?
3. Early traders used Purple Coneflower as: a) major food source, b) antidote for rattlesnake bite, or c) dye?
4. What was mined at Castle, Montana, which is now a ghost town?

1. Railroads, 2. 23%, 3. Antidote for rattlesnake bite, 4. Silver



Obituary for Alan Bently

Dr. Alan Frank Bently, professor emeritus at MSU-Billings, was born on October 9, 1932, in Bennington, VT. Growing up in New England with an avid interest in aviation, he graduated top of his class from the University of Vermont in 1953. He married Patricia Eileen Manley on September 7, 1952, in Brattleboro, VT.

After graduation and a commission in the U.S. Army, he served two years active duty as an airborne ranger.

During his full and interesting life, he was a dairy farmer, optical engineer (once hand-delivering an infrared spectrometer, handcuffed to his arm, to NASA for the Skylab space station), astronomer, physics professor, and devoted and loving husband and father. He was an avid hunter, fisherman, airplane builder and pilot. He completed two airplane projects at the Laurel airport and was beginning a third in his basement at the time of his passing. Dr. Bently was active in the Civil Air Patrol for many years, attaining the rank of lieutenant colonel. He was also an active member of the First Church of Christ, Scientist in Billings where he served as first reader as well as in many other capacities. He had strong ethics and loved home, family and church.

Survivors include his wife of nearly 50 years and six children; daughters, Laura Blatz of Maumee, OH, Rosanna Willis of Lexington, KY, Brenda and husband Lakhi Goenka of Ann Arbor, MI, Marcia Bentley of Laramie, WY; sons Matthew and wife Sandra Bentley of Rock River, WY, and Carl and wife Danielle Bentley of Dupont, WA. He is also survived by his two sisters, Joyce and Husband Don Keeler of North Monmouth, MN and Clara and husband Michael Filuta of Ballston Spa, NY; 17 grandchildren; and eight great-grandchildren. He will be sorely missed by his many friends and family.

Colstrip Students Take To The Skies



Colstrip Airport was the hub of aviation activity when 60 plus, enthusiastic third graders made an airport field trip at the end of the school year. Students preflighted an airplane, talked with Tanker pilots from Fort Benton (and took a good look inside the tanker planes), participated in air foil designs and contests and did navigation planning. A dream or two come true, when the Colstrip pilots and Aeronautics pilot, Jeanne MacPherson took the students on Young Eagle orientation flights! Above students present Jeanne with a basket of flowers.

Non-Stop Service to Los Angeles

Horizon Air and Big Sky Resort announced non-stop service from Los Angeles to Bozeman on Saturdays from December 21, 2002 to March 22, 2003. The anticipated schedule is as follows:

Depart Los Angeles (Saturday Only) at 1:55 p.m. - Arrive Bozeman at 5:35 p.m.

Depart Bozeman (Saturday Only) at 6:15 p.m. - Arrive Los Angeles at 7:53 p.m.

This marks the first scheduled non-stop service from any city in Montana to any city in California.

No Host Fly-In & Campfire Social

**Yellowstone Airport –
West Yellowstone, MT
Just 2 miles from
Yellowstone
National Park**

**August 31 –
September 2, 2002**

Come enjoy the great outdoors at the airport campground, courtesy bicycles and even a hot shower. Also come by the campfire and meet & greet with the Montana Aeronautics Division.

**For information call
Jim Greil**

(406) 444-2506.

McCall to Host Annual Northwest Mountain Family Fly-In

The 16th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference will be held August 9-11, 2002, in McCall, Idaho. The goal of this event is to provide pilots and aviation enthusiasts the opportunity to continue their education through ongoing programs such as safety and information seminars, a density altitude clinic, Pilot and Aircraft Courtesy Evaluation (PACE) and Wings programs, and courtesy flights with Federal Aviation Administration (FAA) inspectors. Two featured programs are:

Wings – Pilot Proficiency Awards Program – This program is designed to encourage general aviation pilots to take instruction while flight instructors who have volunteered their time to help promote flight safety through training.

PACE – Pilot and Aircraft Courtesy Evaluation – A “Hold Harmless” program that gives pilots the opportunity to receive a maintenance evaluation of their aircraft from an FAA Airworthiness Inspector and the opportunity to receive a courtesy flight with an FAA Inspector.

This year the event will focus more on the community with an Airport Appreciation Day, historic aircraft, and a tour of the Smoke Jumper base. A Tradeshow will be held in association with the three-day event. The organizing committee consists of members of the McCall Airport, the City of McCall, Idaho Aeronautics, Montana Aeronautics, Experimental Aircraft Association (EAA), the Idaho Aviation Association, the FAA, McCall Smoke Jumpers, McCall Chamber, McCall Mountain/Canyon Flying Seminars, and InIdaho.com.

For more details on the program, contact Frank Lester with the Idaho Division of Aeronautics at 1-800-426-4587 (in Idaho only), 1-208-334-8775, or flester@idt.state.id.us. For lodging reservations, contact Tamara DeBoer with InIdaho.com at 1-800-844-3246 or tamara@inidaho.com.

Montana Pilot Needed to Carry State Flag

To honor the memory of those killed in the 9/11 terrorist attacks, one pilot from each of the fifty U.S. states will be chosen to fly an official state flag to New York City on September 11, 2002. The pilots will present the flags to the city of New York. It is a part of an ambitious effort called *Flight Across America*, organized by Molly Peebles, a Washington State pilot.

Pilots from all fifty states can apply to be a State Flag Bearer on the *Flight Across America* web site: <http://www.flightacrossamerica.com>. The successful applicant will be one who is willing to be a spokesperson for the *Flight Across America*, elicit participation from pilots and airports in their state, and who is honored to represent their home state.

Kirk Kleinholtz, a Washington State pilot, is the first pilot to be chosen as a State Flag Bearer. He was selected because of his lifetime love of flight and his leadership in the Washington Pilots Association, his enthusiasm for the vision of the *Flight Across America* event, his ability to share that vision with other Washington State pilots, and his sincere desire to honor the anniversary of 9/11 were also factors in his being chosen.

Peebles' hope for the final days of the *Flight Across America* is that the fifty State Flag Bearing pilots will meet at Essex County airport in New Jersey on September 10, 2002. On September 11, those fifty pilots, each in their own aircraft and each carrying their state flag, will fly as a parade down the Hudson River. They will fly by the Statue of Liberty and Manhattan. The aircraft will fly in the order of when the state they represent joined the Union, symbolic of a nation united. The fifty state flags will then be presented to the city of New York.

The *Flight Across America* is scheduled for August 11 through September 11, 2002. To register a flight, be a state flag bearer, or to learn more, people can visit the web site. The *Flight Across America* is a national celebration of flight and of the human spirit.

Thanks From Bill & Judy Stewart

Bill and Judy Stewart sold their fixed based operation, North Star Aviation located on the Ravalli County Airport in Hamilton this spring.

Bill and Judy have operated a charter service for the Bitterroot, Selway, Salmon River wilderness as North Star Aviation since they built their flight operations on the Hamilton airport in 1986. Bill still flies for the Montana Fish and Game and the Nez Perce Wolf Recovery Project.

Although Bill and Judy are planning on semi-retiring after 37 years, you can still find them at their hangar on the south end of the airport. They thank all their customers and friends they have made during the past years and are looking forward to spending more time enjoying their friends and family.

We wish Bill & Judy luck in their endeavors and thank them for all the support they have given us throughout the years.

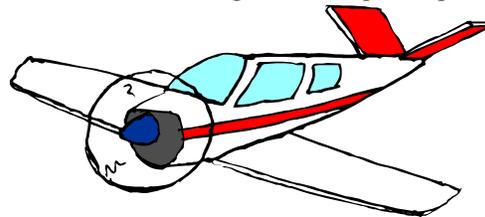
Meet Mike Quinn



Mike Quinn joined the Aeronautics Division on June 17, 2002 as the new Aviation Support Officer. Mike holds a bachelor's degree in Mathematics from Carroll College, and a bachelor's degree in Mechanical Engineering from Gonzaga University. His duties include airport inspections and development oversight as well as maintaining and updating aviation charts and directories for the state, so there's a good chance you'll see his smiling face in your neck of the woods soon.

Mike worked a brief stint for the Boeing Company in Renton, WA on the Joint Strike Fighter, but soon after accepted an ambassadorship to Kumamoto, Japan where he coordinated inter-cultural activities, took intensive classes in Japanese language and culture, and taught English to Japanese citizens ranging in age from three to sixty years old. Upon returning to Mother Montana, he joined TRW, Inc in Helena as a software engineer and computer business consultant. After a two-year tenure, Mike finally followed the calling of aviation and enrolled at Airline Training Academy in Orlando, Florida where he gained his private, instrument, and commercial ratings. After seventeen months of topical heat and flat topography, Mike finally made it back home to Helena and secured his position with us here at Montana Aeronautics.

Mike is an avid downhill and backcountry skier, skydiver, rock climber, mountain and road cyclist, and champion tree-trout fly fisherman. He is ecstatic to be back home in Big Sky Country, and looks forward to being an active participant in Montana aviation for a long time to come.



July, 2002



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