



A. Scott Crossfield

People across the nation were saddened to learn of the loss of A. Scott Crossfield on April 19, 2006. Our thoughts and prayers go out to his family. Mr. Crossfield's superlative legacy of safe exploration pushed the flight envelope, setting a standard that all test pilots hold in the highest esteem. He was the epitome of the experimental test pilot – both brave but cautious. Mr. Crossfield was extremely knowledgeable. He was a fact-driven engineer while being an incredibly “natural” pilot. He is credited as the first man to fly faster than twice the speed of sound.

Mr. Crossfield, famed aviator and X-15 test pilot, had his first flight at the age of six in an oil company plane and said that he did not recall ever desiring any other career than aviation. He began flying lessons at the age of 12, in exchange for delivering newspapers at the Wilmington Airport. By the time he graduated from high school, he had resolved to emulate such famous test pilots as Boeing's Eddie Allen and the Air Force's Jimmy Doolittle. He received both his Bachelor of Science and Master of Science degrees in aeronautical engineering from the University of Washington.

Mr. Crossfield's distinguished career in aviation began in 1942 when he was a U.S. Navy fighter pilot and fighter gunnery instructor. From 1946 to 1950, he was the Chief Operator at the University of Washington's F.K. Kirsten Wind Tunnel, and from 1950 to 1955 he was an aeronautical research pilot for the National Advisory Committee on Aeronautics at Edwards High Speed Flight Station. From 1955 to 1961, Mr. Crossfield was the design specialist, X-15 project pilot, and chief engineering test pilot for North American Aviation incorporated, Los Angeles Division. He was involved in all phases of X-15 specification and design, cockpit and control systems, engine systems, structures, among others. He was also the pilot for the first 30 demonstration flights of the X-15.

In 1967, Mr. Crossfield joined Eastern Airlines as a division vice president. After four years he was promoted to staff vice president working transportation development issues for the airline, a position in which he remained until leaving Eastern in 1974 to be an independent technical consultant for several corporations, House committees and sub-committees, NASA and the FAA.

Mr. Crossfield was a strong supporter of the Civil Air Patrol and teachers. He credits one of his grade school teachers for inspiring him to pursue his dream of flying. In 1986, Crossfield set up a fund to recognize teachers for outstanding accomplishments in aerospace education and for their dedication to the students they teach. Since then, Mr. Crossfield chose only 20 teachers for this award, two of which are from Montana. Pat Johnson, Helena, (Crossfield Teacher #3) received the Crossfield Teacher of the Year Award in 1988. Kaye Ebel, Missoula, (Crossfield Teacher #18) was honored in 2003.



Pictured top - Pat Johnson receiving her award from Mr. Crossfield. Pictured bottom - Kaye Ebel receiving her award.

Congratulations to Pat and Kaye for their important role in keeping aviation alive in the classroom inspiring more students to pursue their dreams of flying.

Administrator's Column

FAA Northwest Mountain Region Airports Division: At the recent airports conference in Seattle, copies of the fiscal year 2005 Annual Report were distributed by the FAA. The region consists of the states of Colorado, Idaho, Montana, Oregon, Utah, Washington and Wyoming. It is always of interest to me to learn of the accomplishments and successes of Montana airports. I find the report interesting and would like to share some of the information with you. Montana has 122 public use airports and 157 private use airports. There are 71 airports in the National Plan of Integrated Airports System (NPIAS). Montana had 1,428,926 total enplanements and received \$40.5 million for airport improvement funding (AIP) for 43 projects. All 15 Part 139 airports were inspected with 15 discrepancies noted, three less than the previous year. Seven of the ten airports eligible to impose Passenger Facility Charges (PFC) have approved programs and collected \$4.5 million in revenue. The Helena Airports District Office (ADO) closed out 35 AIP projects and had 85 remaining open at the end of the fiscal year. Other activities included a new replacement runway (airport) opened at Broadus and Runway 2/20 was extended 1,000 feet at Glacier Park Airport in Kalispell. Montana is very fortunate to have its own airports office. The MDT Aeronautics Division appreciates the professional job performed by Helena ADO staff and their commitment to Montana airports.



Time to reminisce: Last month we were honored to have Justice and Mrs. William E. Hunt Sr. (Ret) join MDT director Jim Lynch, deputy director Jim Currie and Aeronautics Division staff, for an interesting and fun-filled Italian potluck lunch. Judge Hunt served as the County Attorney for Liberty County in Chester before being chosen as the Director of the Montana Aeronautics Commission in February 1970. Judge Hunt replaced Charles A. Lynch and served Montana's aviation community including transfer of the Aeronautics Commission to the Aeronautics Division at the Department of Intergovernmental Relations. It was during Judge Hunt's tenure that the state acquired the 1967 Cessna T-41-B that was recently replaced with a 1999 Cessna T-206. (See photos below and page 7) After leaving Aeronautics he was appointed by former Governor Tom Judge to the newly created position of Workers Compensation Judge before once again enjoying private practice in Helena. The Judge was elected to the Montana Supreme Court in 1985 and served our great state in that capacity for 16 years. During the pot luck, old photo albums were taken from the shelf, dusted off and enjoyed by all. A pleasant afternoon was spent visiting, sharing stories of days gone by and happenings at the Montana Aeronautics office

Pictured below (l-r) - Jim Lynch, Debbie Alke, Judge Hunt and Jim Currie.



Montana and the Sky

Department of Transportation

Brian Schweitzer, Governor

Jim Lynch, Director

Official monthly publication of the
Aeronautics Division

Telephone - (406) 444-2506

Fax - (406) 444-2519

P.O. Box 200507

Helena, MT 59620-0507

<http://www.mdt.mt.gov/>

Debbie K. Alke, Administrator
Aeronautics Board

Tricia McKenna, Chairman

Craig Denney, Member

William (Bill) Hunt, Jr., Member

Fred Leistiko, Member

Lonnie Leslie, Member

Roger Lincoln, Member

Chuck Manning, Member

John Rabenberg, Member

Ted Schye, Member

Montana and the Sky

Is published monthly

In the interest of aviation in the
State of Montana.

Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year

Editor: Patty Kautz

Calendar

May 24 – 99’s meeting, Kalispell West Coast Hotel at Kalispell Center Mall, 5 p.m. Contact Michelle Petrina at (406) 261-9386 or (406) 755-7600.

May 24 – Pilot Safety Seminar. Kalispell West Coast Hotel at Kalispell Center Mall. 5:45 p.m. pilot registration; 6:00 p.m. seminar begins. Contact Michelle Petrina at (406) 261-9386 or (406) 755-7600 for further information.

May 27 & 28 – Spotted Bear & Benchmark Work Sessions.

June 1 – Aeronautics Board Meeting. For further information, phone (406) 444-2506.

June 6-7 – B-17 Fly the Fortress “Keep IT Flying” Tour. Billings Logan International Airport. Visit www.b17.org for a complete schedule.

June 8 – Del Bonita Work Session.

June 8-10 – MAAA Montana Air Tour. Fly Idaho. Contact Neil or Karen Salmi (406) 266-5400.

June 10 – Great Falls MPA & EAA Chapter 1141 Annual Poker Run. Second stop will be Lewistown fly-in. For further information, contact Tom Wrobel at (406) 468-2842 or usunret@3riversdbs.net.

June 10 – Lewistown Fly-in, 7 – 11 a.m., Pancake Breakfast, Experimental Aircraft and Young Eagle rides, antique aircraft and cars. For further information, phone (406) 538-3264 or www.lewistownmunicipalairport.com.

June 10 – Ravalli County Airport pancake breakfast fly-in starting at 8 a.m. For further information, email David Hedditch, drh29@bitterroot.com.

June 17 – Fly-in breakfast, Ogden Utah Airport. Sponsored by Oregon Regional Airport Association. For further information, contact Red McDougall, (801) 593-0293.

June 17-18 – Frank Bass Father’s Day Fly-In. Fort Peck Airport. Steak Fry Saturday night and Father’s day breakfast Sunday 8-11a.m. Boating & Camping. For motel reservations, phone Fort Peck Hotel, (406) 526-3266 or (800) 560-4931. For further information, contact Lanny Hanson at (406) 526-3535.

June 17-18 – Father’s Day Fly-In. Twin Bridges airport. For further information, contact Kendra Horn, (406) 684-5335 or email Kendra@rubyvalleyaviation.com.

June 24 – North Central Hangar Fly-In, Breakfast and Toy Show, Havre. For further information, phone Darren, (406) 390-1255 or Bob (406) 265-7394.

June 24 & 25 – Meadow Creek Work Session.

July 4 – Townsend Flight Festival and Brunch. 8 a.m. – 12 p.m. Contact Neil or Karen Salmi, (406) 266-5400.

July 8 - Del Bonita Work Session.

July 14-16 – Schafer Meadows Work Session.

July 14-16 – Staggerwing Fly-In, Seeley Lake (23S). BBQ Saturday evening July 15 and Pancake Breakfast Sunday morning July 16.

August 3-5 – Montana Antique Airplane Association Three Forks Fly-In. For further information, contact Steve or Cindy Kleimer at (406) 586-2307 or sckleimer@aol.com.

August 4-6 – Splash-In, Fly-In Stillwater Landing. For further information, go to www.stillwaterlanding.com or email bill@stillwaterlanding.com.

August 8-11 – Aviation Career Academy (ACE) for sophomore, junior & senior high school students interested in aviation. For further information and an application, phone (406) 444-2506.

August 10-14 – Family Fly-In 2006, McCall Airport, McCall, Idaho.

September 9 – Dillon Aviation Day. For further information, phone Jean Devivo at (406) 683-5242.



Aviation Career Academy (ACE)

Share the excitement of the aerospace industry! Fantastic career opportunities for the 21st century and beyond await you at the ACE Academy. Aviation medicine and wilderness survival field trip, Missoula field trip with Neptune Aviation and the Smoke Jumper Center, aviation careers at the Helena Regional Airport and much more!!! The Montana Department of Transportation Aeronautics Division, Federal Aviation Administration and Helena College of Technology are sponsoring this four-day aviation career program August 8-11 in Helena. Sophomore, junior and senior high school students (for the school year 2006/2007) interested in aviation are encouraged to attend. Cost for the academy is \$100 and \$50 scholarships are available by submitting a one-page essay on your aviation interests along with your application. For further information and to receive a copy of the registration form, contact Jeanne MacPherson, Aeronautics, (406) 444-2506 or jemacpherson@mt.gov.

A Montana Adopted Son Speaks

By: James V. Smith, Jr., Rural Montana Editor, reprinted with permission



His story came to light, not as a face of Montana, but as a name and a voice.

Vincent J. Kaminski was the name, hand-printed in a pilot's log found in 2004, tucked away among the wooden beams of an old operations shack at the Lewistown Municipal Airport. The leatherette cover was layered with more than 60 years of brown talc,

the last entry August 19, 1943.

The voice? Why, that's only a figment in a writer's head:

Those cowboys. Always griping that they couldn't get a date after the Air Corps landed. You'da thought we were invading Montana instead of Europe.

Vince was a World War II B17 pilot from the 615th Bomber Squadron that trained at Lewistown Army Air Field before shipping off to the war.

The locals took us in, practically adopted us like replacements for the sons they sent to war. But the cowboys sure weren't sorry to see us leave.

Jerry Moline, the airport manager who found the log, called James Rea of Glasgow, who'd, been working to help place the hangar on the National Register of Historic Places.

The log hooked Rea at once.

"It spoke to me," he said. "It was a voice from the past. I felt obligated to find out what happened to Vince."

As long as he never finds out why that log got stuck up in the rafters.

Rea, an Air Force veteran himself, found out that Germans shot down Vince's B17 during an Allied bombing on May 28, 1944.

End of story? Not for Rea.

"I wanted to know more about him." Vince Kaminski was now a quest.

Rea wrote dozens of letters. It did not help his search that Kaminski, a first lieutenant, wrote an address in his log, but not his hometown or state.

It took months. Until, finally, Rea examined detailed military reports of missing aircrafts. "I found out that Vince's hometown was Minneapolis."

He started calling Kaminskis. On call 58, he found a niece, who led him to Kaminski's brother, Richard, whose photos put a face on Rea's quest.

Vince, Richard said, was second of three boys, a happy-go-lucky guy who liked girls, cars and football.

Life went fast for Vince: Drafted before Pearl Harbor in 1941, he got into the Army Air Corps. His first flight was October 22, 1942. He came to Montana August 8, 1943 and was gone by October, gone to war.

May 28, 1944. *Nine days before D-Day.*

A pilot was sick, so I took his B17 crew out. I should have been home with 25 missions under my belt, but Doolittle came in and kicked the number up to 30. That day was my 28th. Dassau, 60 miles from Berlin. A fuels plant where the Germans made gasoline from coal.

We couldn't see the target because of smoke they used to obscure the ground.

Waves of fighters came up at us, just swarms of them. It was the Luftwaffe's Battle of the Bulge, a last, desperate attempt to make us quit flying, which we would never do until the job was done.

We had no fighter escort. All we had to fight back were our own gunners. My bird got hit on the first pass. We lost an engine and fell out. The Germans smelled blood and concentrated on us.

On the second and third pass, they came from six o'clock high. 20mm explosive shells hit the bulkhead behind me, right where the oxygen was stored.

The aircraft went into a spin. I lost control of it. Before all my crew could get out, the plane blew.

Kaminski's copilot that day was Bob Enstad, who parachuted clear.

"I remember it was just me and a thousand pieces of aircraft falling through the sky," Enstad said.

He looked up and saw the navigator, Charles Manning, rescue the bombardier and himself out of an escape hatch as the B17 went up in a fireball.

The unconscious bombardier's chute failed. Enstad's own chute was damaged, and he landed hard, only to be captured by Wehrmacht soldiers.

Manning helped the injured Enstad march to a small churchyard. Polish slave laborers there had piled the bodies of American flyers killed during the attack. The bodies lay at the edge of an open pit grave, and the surviving Americans were made to bury their own. One of the dead Enstad buried was 1st Lt. Vincent J. Kaminski.

I was 26.

Sometime during the burial detail, one of the slave laborers slipped a ring on Enstad. Kaminski's high school ring. After the war, Enstad returned Vince's ring to Kaminski's mother.

Thanks, Bob.

Now, about that log.

"How did it get in the rafters?" Rea wanted to know. Odds-on speculation comes from Vince's brother, Richard, since Vince once buzzed the family home while on a cross-country flight. Somebody must have reported the mock dive bombing to Air Corps authorities.

When the Air Corps inspector general later showed up in Lewistown to investigate the incident, he ordered the squadron staff to pull records, including pilot logs. If he ever did inspect a log of Kaminski's it was probably bogus.

"The guys working in ops probably stuck the real logbook up the rafters to protect Vince," Rea said.

Thanks guys.

John C. Oakley, M. D.

John C. Oakley, MD, neurosurgeon, researcher, husband, father and friend, died April 17, 2006. He was a kind, generous, and compassionate man; not only scholarly but faithful as well. He was always in pursuit of his passions and lived his life the way most people dream.

Born January 11, 1946, he was the second of six children growing up in Seattle. He was an avid scholar all of his life, beginning his college career at the University of Washington in 1964. A year later, he transferred to Pacific Lutheran University to be with his lifelong love and future wife, Shirley. In 1968, John graduated Magna Cum Laude with a double major in biology and chemistry, paving the way for his life's work in medicine. He graduated from the University of Washington Medical School in 1972 and his work with Dr. Arthur Ward lead him to pursue a residency in neurosurgery at the University of Washington. He spent two years at the National Institutes of Health before becoming a professor at the University of Arizona. There, John developed an interest in the treatment of pain that he continued throughout his career. In 1999, after 18 years of private practice in Seattle, he moved to Billings and became a partner in Yellowstone Neurosurgical Associates and the director of Northern Rockies Regional Pain Center and President of the Board of Rocky Mountain Health Network.

John approached every aspect of his life with the same fervor as his career. He was as interested in climbing mountains as he was in appreciating a fine wine or listening to an opera. His hiking extended throughout the world, including a climb to the top of Mt. Rainier. He skied with friends all throughout Europe and spent his recent family vacations at Big Sky, skiing with his children and grandchildren. When he discovered golf in his later years, he was fortunate enough to play with friends all over the world. John never waited to do the things that he loved. He appreciated every moment as it presented itself.

Not only a scholar and an athlete, John was an artist and musician as well. In addition, John loved to sketch portraits and in his earlier years, became fascinated with woodworking. John's obsession for flying started as a young boy when he spent a summer living with his Uncle Mel, who was a bush pilot in Alaska. Some of his fondest memories and most exciting stories came from this one summer. As an adult, he reached his goal of flight and was able to travel the country with his family. He loved to fly his airplane.

Of all the things important to John, teaching was what he thrived on. His compassion helped him become a teacher that all people could relate to and understand. Because of this skill he was a sought after lecturer in the medical community. He published countless articles and chapters in text books relating to his field.

John is survived by his loving wife, Shirley; and their children, John, Peter and Rebekah; daughter-in-law Kathy Lachata-Oakley; and son-in-law Jeff Robinson; grandchildren Christian and Alan Oakley; mother and father, Don and Beulah Oakley; brothers, Bob and Steve Oakley; sisters, Nancy Manning, Sally Sheehan and Donna Oakley; mother and father-in-law, Bill and Ann Craft; brothers and sisters-in-law, John and Linda Mclaughlin, and Rick and Jacquie Craft and all of their children.

Our condolences to the Mclaughlin family.

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 2,900 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$1,131. This includes \$200 for production, \$750 for postage and \$181 for printing.

Beat prices at the Pump with Proper Fuel Management

Rising fuel prices aren't just hitting drivers hard. Pilots are also seeing rising prices when they refuel their aircraft after a flight. And prices probably won't be going down anytime soon as *AOPA Pilot* Editor in Chief Thomas B. Haines reports in "Waypoints: On avgas" in the May 2006 *AOPA Pilot*.

There are ways to burn fuel more efficiently in your aircraft. When planning a cross-country, look for the most favorable winds and check out the price of avgas at several airports along the route so that you can find the most economical. Also, brush up on your skills in optimizing mixture leaning at cruise and use the aircraft's best economy setting instead of its best power setting.

Learn more about aviation fuel in AOPA's "Fuel for General Aviation Aircraft Subject Report" and the AOPA Air Safety Foundation's "Fuel Management Safety Hot Spot".



Safety Chat: The SAR/SAT System

By: *Jeanne MacPherson, Chief, Safety and Education Bureau*

It is the time of the year when I am presenting search and rescue ELT refresher training programs throughout the state. With this on my mind, I have decided to focus this month's safety chat on the SAR/SAT system that aides in the search of missing aircraft.

NOAA (National Oceanic and Atmospheric Administration) operates the Search and Rescue Satellite Aided Tracking (SARSAT) System.

The Air Force Rescue Coordination Center (AFRCC) at Langley AFB, VA coordinates all inland SAR activities in the continental U.S., but does not directly prosecute SAR cases. In most situations, the actual search and rescue is carried out by the state agencies, state police, Civil Air Patrol or local rescue services. The Montana Department of Transportation, Aeronautics Division is the agency that conducts air search in Montana.

Montana Aeronautics Division utilizes volunteer air search coordinators, volunteer search pilots and observers. Missing persons are the jurisdiction of the County Sheriff, Montana Aeronautics Division works closely with the County Sheriff. The other resources available to assist with air search are Great Falls Flight Service, Malmstrom 40th, Salt Lake Air Traffic Control Center, Montana Disaster and Emergency Services and the Civil Air Patrol.

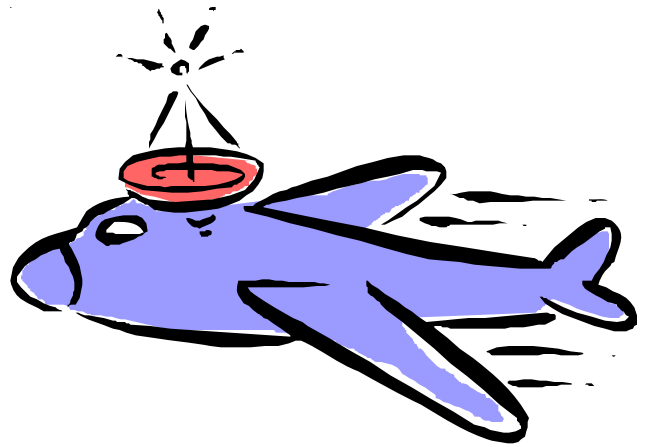
Each year, the Division trains search pilots at the Mountain Search Pilot Clinic. The clinic includes ground schools on mountain and canyon flying, weather, the observer program and emergency situations. The field training includes ELT location and survival school. Also included in the clinic is two hours of dual flight instruction on mountain and canyon search techniques including contour and grid search.

On the agenda for the nationwide satellite tracking system is the phase out of 121.5 MHz ELTs. NOAA and AFRCC say that the SARSAT system has demonstrated that the detection and location of the emergency beacon can be improved with global monitoring based on low altitude using the geostationary orbiting search and rescue (GEOSAR) satellites. The GEO satellites are capable of continually viewing the earth and are able to provide immediate alert, location and identification of the beacon that is transmitting.

NOAA says that 121.5 MHz beacons are using old technology are not designed for satellite processing (no store and forward capability), 121.5 is an analog signal only with no identification code, 121.5 does not have global coverage, 121.5 operates on low power, and has poor location accuracy. The big problem for the United States Mission Control Center is that they handle 250 plus hits a day and 99.9 percent are false. Only 1 out of 8 hits come from ELT beacons the rest come from ATM machines, pizza ovens, stadium scoreboards, etc.

The International Cospas-Sarsat Council has announced the termination of 121.5MHz satellite alerting February 1, 2009. The next step is the 406 MHz ELT utilizing GPS, something the Cospas –Sarsat Council has been striving for. NOAA says that although the 406 MHz beacons cost more at this time, they will provide search and rescue agencies with more reliable and complete information to do their jobs more effectively.

If you are interested in more information about the SARSAT system visit the NOAA website at www.sarsat.noaa.com.



NOTICE ALL PILOTS

Help us-Help you

- All ELT Transmissions are reported to Search and Rescue by Satellites.
- Over 600 per month or 99.9% of all ELT reports are non-distress, false alarms.
- Searching for false alarms detracts from the search for a downed aircraft.
- Before start-up and after shut-down, tune your aircraft radio receiver to 121.5 - your ELT may be transmitting.
- If your ELT was on, call your FSS as soon as possible.
- Check your ELT batteries. Dead batteries will send a distress to no one.
- An operable ELT may save your life.
- Disconnect the ELT battery whenever you remove an ELT from an aircraft.

THANK YOU!

Airports/Airways Bureau Update

By: *Jim Greil, Bureau Chief*

The Aeronautics Division's Airports/Airways Bureau is proceeding full steam ahead with both continuing and up-and-coming projects in 2006. Now that spring has sprung and the weather is becoming a little more cooperative, we have started in earnest. Here is a sampling of some of the items that we are pursuing this year.

Lincoln Airport – Lincoln was in the middle of a multi-million dollar renovation when winter so rudely interrupted last fall. In addition to a new and relocated runway, there will also be a complete ramp and apron makeover, as well as, a number of land acquisitions and general improvements. The project will soon be underway once again and will be finished sometime this fall.

Browning Airport – Since receiving a grant from the Montana Aeronautics Board, we are in the midst of installing much needed runway lighting at the airport. Some of the neighboring hospitals will also be providing financial support for this project. We will break ground for this project in the near future and the project should be completed this fall.

Seeley Lake – The Aeronautics Board most graciously provided us with a loan to tap the Seeley Lake airport for water in a chance to see if an irrigation system could be implemented for the runway. Although the first well drilled was a little disappointing, a second well was drilled with funding provided by the flying club. The jury is still out on whether these wells will produce the quantity of water needed for an irrigation system, but at the very least we have water available for other needs including our newly acquired campground site. The campground site, which has been leased to us by Missoula County, will boast several camping spots, fire rings and plenty of outdoor fun.

Sweetgrass – A new Unicom station has been placed at Sweetgrass, which will be monitored constantly by the US ICE patrol and will enable pilots to communicate more effectively with the border patrol agents to better help customs' services.

East Poplar (Scobey Border Station) – Back by popular demand, customs service for aircraft was reestablished at the airport this month. Pilots can contact the Port of Scobey at (406) 783-5375 to request landing rights and make notification of their arrival. Notification must be made one hour prior to arrival. If you have any questions concerning this matter, please contact Ross Lyle at (406) 453-7632.

West Yellowstone – The airport is undergoing a number a changes, the vast majority of which will be transparent to the casual visitor, however, West Yellowstone will soon boast full commercial airline airport rescue and fire fighting services as required by new federal rules. This new task will also come with a new fire truck that is being acquired at this time.

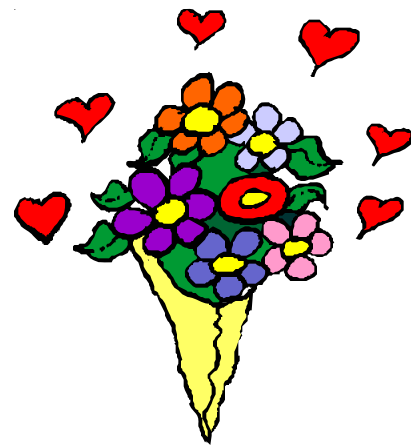
Other projects that Max Murphy of our bureau is working on includes a state aviation system plan that will inspect every federally funded paved runway in the state and provide for accurate asphalt analysis and planning. Max will also be resuming his 5010 airport directory and AFD airport inspections of all public use airports in the near future.

Mike Rogan of our office is diligently traveling to several airports in the attempt to keep on top of the never-ending issues with NDBs and Unicoms statewide. Mike is also acting as the manager for the Seeley Lake and Browning projects mentioned above.

Ken Wilhelm of our office was instrumental in working with the public in surplusing one of our aircraft and is responsible for general maintenance on our runways. Ken is ready for the season and will be traveling to our airports for his spring trip very soon. As always, if a condition arises on one of our airports that you would like to see rectified, or you would like assistance with any other matter that we handle, always feel free to contact myself or any one else in my bureau and we will be glad to assist you in any way we can. Here's to a great summer!



Judge Hunt and his wife Mary enjoyed their day at the division and a chance to take some photos in the T-41.



**"God could not be everywhere
and therefore he made mothers."
Happy Mothers Day!**

Job Vacancy – Montana Aeronautics Division

The Department of Transportation, Aeronautics Division is seeking motivated, professional, qualified applicants for the position of airport manager for our location in West Yellowstone. The Yellowstone Airport is a full service, FAR part 193-certificated facility, generally open for aircraft operations six months a year, with Skywest Airlines operating two to three flights per day from approximately June 1 through September 30. The airport boasts an FBO, a restaurant, two rental car agencies, TSA passenger screening, as well as, several other commercial leases.

This position will act as the professional airport manager and economic developer. The position is full-time seasonal with employment for approximately eight months per year. The employee will oversee all aspects of employees, airport finances, leases, development, construction, planning, maintenance and will vigorously pursue and coordinate private and commercial development of the airport. This position must also pass an FBI background check, receive training and act as the primary Airport Rescue Firefighter (ARFF) responder, the primary TSA Airport Security Coordinator (ASC) and the primary medical first responder approximately 30% of the time.

The successful applicant will have a broad knowledge of commercial airport management practices, public real estate development, airport infrastructure and financial planning, airport crash fire and rescue operations, primary medical responder tasks and airport security operations. The applicant will also have a broad understanding of general and commercial aviation and airport practices including runway, taxiway, apron, terminal, vehicle, airport equipment and facility operation, planning, development and maintenance; of employee supervision and management; of creation and management of leases and contracts; of financial management practices; of Federal Aviation rules, regulations and practices; of FAA AIP grant applications, of regulations and practices; of federal airport rules, regulations and related advisory circulars.

The education and experience required for the position are a Bachelor's Degree in any related Airport, Aviation or Administration Management or business related degree and at least two years of experience in airport management, commercial airport operations, or closely related field, or at least six years of relevant experience, as well as, supervisory experience.

The deadline for applications is June 3. Official position advertisements and applications can be found at any job service site, the MDT human resources division, or online at <http://www.mdt.mt.gov/>. For further information, please contact Jim Greil at (406) 444-2506.



May 2006

Pre-Sort Standard
US Postage Paid
Helena, MT 59620
Permit No. 141

PO Box 200507
Helena, MT 59620-0507