



Cascade and Conrad Students Take off with Aviation Education

Take off with Aviation Education, a program for fifth and sixth grade students from Cascade and Conrad schools, was presented by MDT Aeronautics Division and teachers who attended the aviation education workshop held in conjunction with the Montana Aviation Conference.

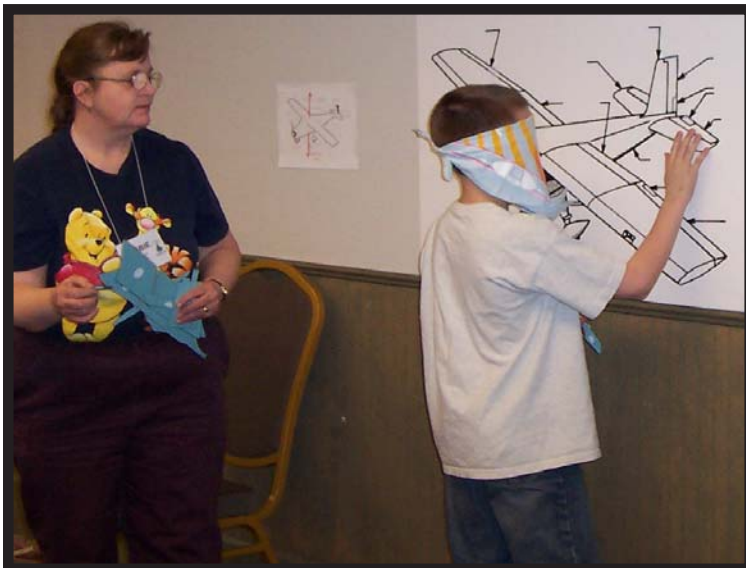
Martin Kidston, author of "Cromwell Dixon, a boy and his plane", opened the program with an overview of Cromwell Dixon's life.

After Kidston's presentation, students rotated through hands-on, inquiry based aviation stations. Alpha station was a thrust/balsa airplane exercise. At bravo station students pinned the part on the airplane. Charlie station involved navigation, while delta station included a paper airplane contest. Students made an airplane at echo, and at foxtrot station they learned about communications and air traffic control.

The room buzzed with the phonetic alphabet, paper gliders and the thrust of balsa airplanes! Students, teachers, and MDT staff had a great time while learning and sparking an interest in aviation. Thank you all for supporting and making this program successful.



Author Martin Kidston shares an overview of Cromwell Dixon's life with the students. Also pictured is (l) Kelsie Hartnett and Richard Klein.



Students enjoyed "Pin the Part on the Airplane" – a fun way to learn aircraft parts.



Aviation workshop teachers taught the students about the four fundamental forces of flight.

Administrator's Column

Twenty-four Successes: The annual state aviation conference has come and gone with near record attendance. Many thanks to the Great Falls Conference Committee and the Aeronautics Division staff for the hard work and dedication before, after and during the conference. Conference coordinator Patty Kautz pours her heart and soul into ensuring every detail for conference success is met – and it shows. Thank you Patty. I would also like to recognize and thank the many contributors, exhibitors, speakers, sponsors and all of you who attended. Special recognition to City ServiceValcon, Phillips 66 Aviation for sponsoring the Thursday evening exhibitor hour; Steve Kleimer for his artwork; Morrison-Maierle for the superb conference signs; and Western Petroleum/ExxonMobil for providing fuel to the static display aircraft; and to Dwight Holman at Holman Aviation for his hospitality in opening up his hangar for the static display. There are countless hours of time spent behind the scenes by many of you – too many to name. A sincere thank you to all for helping make this an event that we all treasure.

The end of a flying era: March saw Montana's only homegrown airline dissolve, creating a disruption of service after some 30 years to eastern Montana communities. Big Sky Airlines provided federally subsidized essential air service (EAS) flights to the communities of Miles City, Sidney, Glendive, Glasgow, Havre, Wolf Point and Lewistown. The pilots on the final three Big Sky flights to arrive into Billings on March 8 did a flyby and landed in succession at the airport. Airport employees joined in – the pilots and passengers of the Big Sky flights were met by airport fire fighting personnel and vehicles together with airport policemen and vehicles, all with lights flashing. Best wishes and many thanks to the men and women who served our communities and great state well while part of Big Sky Airlines. The U.S. Department of Transportation awarded the EAS contract to Great Lakes Aviation of Cheyenne, Wyo. Great Lakes Aviation has not been successful in obtaining aircraft to begin the service.

Frontier Airlines to Touchdown in Bozeman and Missoula: Frontier Airlines has announced service between eight locations and Denver beginning April 15 and continuing through May 22. We were fortunate to have one-quarter of those new city start-ups located in Montana – Bozeman starting May 22 and Missoula starting May 16. Frontier is also making a number of adjustments to its upcoming spring and summer schedules in efforts toward ongoing network realignment. Frontier is a low-cost carrier providing service to a major hub, and the competition should drive down passenger fares. Each community will receive three round-trip flights per day.

NASAO joins in letter to Senate: The National Association of State Aviation Officials recently joined 35 other aviation organizations in a letter to the U.S. Senate encouraging the body to approve a long-term Federal Aviation Administration (FAA) reauthorization bill during this session of Congress. In mid-February, Congress approved and President Bush signed into law a measure that extends the FAA's tax and funding authority through June 30, 2008 only.

New Rule Requires Plastic: New regulations issued by the FAA will require replacement of all airmen certificates. Under the new requirements, all airmen certificates must be replaced within either two or five years. Failure to replace a certificate will preclude the certificate holder from exercising the privileges of his/her certificate until a new one is issued. All pilot certificates must be upgraded no later than **March 31, 2010**.



Montana and the Sky

Department of Transportation

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Jim Lynch, Director

Official monthly publication of the

Aeronautics Division

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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

Editor: Patty Kautz

Calendar

April 18-20 – Federation of Galaxy Explorers Aerospace Education Workshop for Teachers and Youth Program Leaders in Billings. 9 a.m. to 5 p.m. daily. Participation is free and will be limited to 20 participants. Contact Steven Heffel at Montana@foge.org or (406) 652-7268 for information.

May 17-18 – Malmstrom Air Force Base Open House. Headlined by the Canadian Forces Snowbird Aerial Demonstration Team and showcasing the A-10 ‘Thunderbolt II’, various helicopters including the UH-1N ‘Huey’ and more. For updates and event schedules visit www.malmstrom.af.mil/.

May 24-25 – Spotted Bear Work Session. For further information, contact Perry Brown at (406) 892-3996.

June 13 – 14 – Missouri Breaks Winifred (9S7) Fly In. June 13 - camp and cookout at Cow Creek Airstrip. June 14 - flying the Breaks and returning to Winifred for hamburgers and hangar talk. June 15 – depart for home. Fuel available. For more information, phone Ralph Rogers at (406) 462-5487

June 14 – Lewistown Airport Fly In breakfast. 7 a.m. – 12 p.m. For further information, phone Jerry Moline at (406) 350-3264.

June 21 – Plains Airport Fly In breakfast. 8 a.m. – 12 p.m. For further information phone, Randy Garrison at (406) 826-3605 or email printery@plainsmt.net.

June 21 – North Central Hangar Fly In breakfast and Big Boys Toy Show. Big Sandy Airport. For further information, contact Darren Huestis at darren.huestis@nuwaveservices.com.

June 28 – Hardin Fly In breakfast. 7 a.m. – 10 a.m. Held in conjunction with Little Big Horn Days (www.custerslaststand.org). Parade at 10 a.m. and other activities throughout the day. Transportation available to Custer’s Last Stand reenactment. Will recognize the best antique/classic, experimental, and contemporary airplanes. For further information, phone Bob Crane at (406) 665-1006.

June 28-29 – Meadow Creek Work Session. For further information, contact Perry Brown (406) 892-3996.

July 12 – Del Bonita Work Session. For further information, phone Jim Greil at (406) 444-2506 or email jgreil@mt.gov.

July 18-20 – Schafer Meadows Work Session. For further information, phone (406) 444-2506.

August 16 – Polson Fly In (8S1) pancake breakfast, lunch and Soroptomist’s Wine Festival.

The MDT Aeronautics Division will be making a new Montana Aeronautical Chart for Montana Pilots this year. Those who would like their airport added to the “2009 Aeronautical Chart” should contact Max Murphy at (406) 444-2506 or email mmurphy@mt.gov. He will send you a private use airport charting form so you can fill it out and submit your private airport to be included on the chart. All airports currently on the chart will be include on the map except those who contact Max to have their private airport removed from the chart.

Attention Pilots:

Currently there are wind test towers which are under 200 feet so no obstruction lights are required by the Federal Aviation Administration. Sagebrush Energy has provided the coordinates of these obstructions for your attention and safety.

Choteau Locations

(50M): 48 deg. 2’00.15" N 112 deg. 24’56.72" W
(30M): 48 deg. 03’35.75" N 112 deg. 32’12.35" W
(30M): 48 deg. 04’40.9" N 112 deg. 24’56.84" W

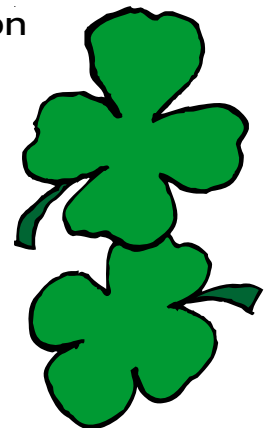
Livingston Location

(50M): 45 deg. 39’293" N 110 deg. 24’ 872" W

Norris Location

(50M): 45 deg. 32’129" N 111 deg. 40’14.046" N

For each petal on
the shamrock.
This brings a
wish your way
Good health,
good luck, and
happiness
For today and
every day.
Happy St.
Patricks Day!!!



Flight Instructors Recertify

Helena hosted 52 professional flight instructors for the 2008 MDT Aeronautics Division Flight Instructor Refresher Clinic (FIRC) which took place February 8 - 9.

Mary Schu Dominick, president, chief pilot and chief instructor of *Wings of the Cascades*, from Redmond, Oregon, led the instructors down the path of recurrent knowledge.

In order for CFI's to recertify, the 16-hour course has to be approved by the FAA. Topics are specific and cover teaching effectively, human factors, practical test standards, flight safety, weather, current events and issues, advanced training, the FARs and professionalism.

The Helena Flight Standards District Office supported the refresher clinic with Steve Jones presenting a safety session. FSDO staff members Will Willbank, Gerald Byrd, Paul Hurlbert, Derek Amos and Jim Reynolds were also in attendance and shared their expertise.

As always additional "pearls of wisdom" came from the flight instructors attending the clinic. They brought an enormous amount of cumulative knowledge to the 2008 FIRC.

Flight instructors have a responsibility in sharing good judgment. This excerpt comes from the *Wings of the Cascades*, Instructor syllabus; the author is unknown:

"Whenever we talk about a pilot who has been killed in a flying accident, we should all keep one thing in mind. He called upon the sum of all his knowledge and made a judgment. He believed in it so strongly that he knowingly bet his life on it. That his judgment was faulty is a tragedy, not stupidity. Every instructor, supervisor, and contemporary who ever spoke to him had an opportunity to influence his judgment, so a little bit of us goes with every pilot we lose."

Thank You!...to all the Montana flight instructors that attended this year's clinic.



Mary Schu Dominick, chief instructor from the "Wings of the Cascades" in Redmond, Oregon was a presenter at this year's FIRC



Kelly Dimick of MDT Aeronautics greets and registers the flight instructors at this year's FIRC. Pictured with Kelly is Jim Greil, bureau chief, Airports and Airways, MDT Aeronautics. Jim renewed his flight instructor certificate at his year's FIRC.



Kent Potter and Chad Kale of Northern Skies Aviation, Inc. in Laurel are ready to begin at FIRC 2008.

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 2,400 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$936. This includes \$565 for postage.

2008 Aircraft Mechanics Refresher and IA Renewal Seminar Another Success

By: Michael S. Rogan, Aviation Support Officer, A&P/IA

The annual Mechanics Refresher and IA Renewal Seminar was another success this year. The 12 hours of training was conducted by technical instructors representing many areas of aircraft maintenance and three additional hours of regulatory training was conducted by the FAA. All of the sessions were well attended with 12 A&P mechanics, 57 A&P mechanics with an IA from Montana, two from Wyoming and one from South Dakota, receiving a Certificate of Attendance. The Certificate of Attendance can be used to meet the requirements of CFR 14 part 65.93 for eligibility for renewal of inspection authorization for the first year of the new two-year authorization.

For A&P mechanics renewing an IA must show completion of one of the five activities in §65.93 (a) (1) through (5) below by March 31 of the first year of the two-year inspection authorization period and complete of one of the five activities during the second year of the two-year period:

1. Performed at least one annual inspection for each 90 days that the applicant held the current authority; or
2. Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or
3. Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or
4. Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or
5. Passed an oral test by the FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

This FAA approved course meets the requirements of §65.93 (4) and helps those IA mechanics renew their certificates each year who may fall one annual short or have not completed enough major repairs or majors alterations or who did not performed a progressive inspection.

This is a valuable course that the Aeronautics Divisions provides for IA mechanics at the annual Montana Aviation Conference. MDT plans to continue providing this service and thanks all of the mechanics in the state and those from surrounding states for attending.



A full house of mechanics learn the latest and greatest in aviation maintenance.

Will ELTS Become Obsolete?

On February 1, 2009, the Search and Rescue (SAR) satellite system will discontinue monitoring the frequencies broadcast by current TSO C91 and C91A ELTs (121.5 MHz and 243 MHz). The satellites will only receive the new 406 MHz signal after that date. However, the FAA is NOT planning at the present time to make any changes to FAR 91.207 (the regulation requiring ELTs in most airplanes). This means that your TSO C91 or C91A ELT will continue to meet the requirements of the FARs, even after February 1, 2009. However, these ELTs will not be monitored by the SAR satellite system, so they will be much less effective in alerting anyone should you have an accident.

You can either spend the money for a TSO 126 ELT that broadcasts on 406 MHz, which will not only meet the requirements of FAR 91.207 but will also be compatible with the SAR satellite system, OR you can go with a TSO C91A ELT to meet the regulatory requirements and either go without satellite coverage or purchase a "personal locator beacon" (PLB) that broadcasts on 406 MHz to provide SAR satellite coverage. PLBs must be activated manually, meaning that you would need to be physically able to activate the beacon after an accident in order to have SAR satellite coverage.

Note that Transport Canada will require 406 MHz ELTs at some point in the near future, so if your plans include flying to Canada you will need to upgrade the ELT in your aircraft regardless of what happens with FAR 91.207 in the U.S. For more on the subject, read the article in the current (March 2008) issue of "Sport Aviation" magazine (page 104).

Civil Air Patrol has Changing of Guard

This January, Lt. Col. Graf was installed as commander of the Missoula squadron of the Civil Air Patrol, replacing Maj. Ebelt, who had served in that capacity for ten years.

“I got interested in aviation ever since making paper airplanes,” Graf said. Graf came to the University of Montana from New Jersey and found that he had a definite incentive to do something of a military nature. It was 1967 and the latest draft numbers had just been announced during the Vietnam War.

“My number was 16, so I knew I was going to be called early for that year,” Graf recalled. “So as soon as I registered for the university I went immediately over to the ROTC line and joined Air Force ROTC.”

Graf got a degree in biology but said his real degree was in Air Force ROTC. He joined the Air Force in June 1971 and stayed for 28 years. He now flies for Sky West Airlines.

Ebelt’s flight passion was partly the result of a trip to the mall in Missoula to have some pictures developed. She noticed a long line of young people and decided to investigate.

What she found when she got to the front of the line was an opportunity to sign up for a chance to go to NASA space camp. She signed up and won a trip to the camp. After a week there practicing with pilots she came back to Missoula determined to learn how to fly.

Coincidentally, Ebelt heard a radio ad for orientation flights at Minuteman Aviation. She started flying in 1994, soloed in 1995, and has been training ever since “with some of the best pilots in Montana.”

The Missoula squadron has 33 senior members and 18 cadets. Ebelt said those numbers have stayed pretty consistent over her time as commander. A total of 18 senior members consistently attend squadron meetings and take their training seriously. As an educator with a master’s degree, Ebelt came into CAP with the rank of captain. Those with prior military experience usually enter with the same rank they had in the service.

Graf also has been able to feed his passion for flying by working with CAP cadets during orientation rides in small, fixed-wing aircraft. “It’s just amazing to see the expressions on their faces when we take them up for their first ride,” Graf noted, “and shortly after takeoff, put (our) hands in our lap and look over and them, ‘you’re flying, bud,’”

Graf got some search and rescue experience while flying helicopters from Malmstrom Air Force Base in Great Falls during his time in the Air Force and has been able to pass some of his knowledge on to CAP members. He also is a full-time certified flight instructor and serves as a “check airman” for the State of Montana, meaning he flies with basic pilots and search-and-rescue personnel to make sure they’re up to speed.

Ebelt plans to continue her flight training and her work as director of aerospace education for the state. She also has decided that her dream of becoming an astronaut may be behind her, especially since the space shuttle likely will be retired in 2010. So, her mission now will be to make sure that her students – the ones who may be flying to moon and Mars in the future – receive adequate training and knowledge in the hopes that they will be inspired to “do something that maybe I’m just too late to do.”

Meanwhile Graf hopes to increase the size of both the senior and cadet corps for the Missoula CAP squadron and also intensify their training. CAP flight training currently takes place in Kalispell, and Graf hopes that function can be moved to Missoula. He also wants to facilitate another interagency training exercise with Missoula County Search and Rescue and put together an interstate training exercise with CAP squadrons from northern Idaho.

Both see a bright and productive future for CAP. “One of the goals is to get the kids to understand leadership, respect of others and, specifically, the ability to think independently (and) lead others in an atmosphere of teamwork and mutual respect,” Graf said. “It’s a good way for cadets to learn ... some good solid values for life.”

Ebelt didn’t have a military background, but said CAP has been the one avenue in her life where she’s been able to channel her passion for aerospace and flight.

“It’s something that you can do for your country, and that’s why I’m in it,” Ebelt explained. “I’ve seen a lot of good leaders produced from Civil Air Patrol. It’s a program I highly recommend for (everyone).”



Maj. Kaye Ebelt hands over command of the Missoula Civil Air Patrol squadron to Lt. Col. Peter Graf. Ebelt was in charge for 10 years. Missoula CAP Photo.

Airport Grants and Loans Awarded

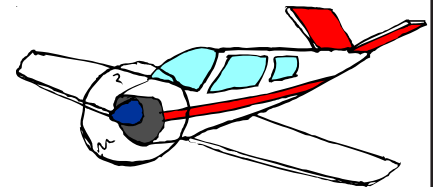
By: Jim Greil – Airports / Airways Bureau Chief

Recently, the Montana Aeronautics Division announced the awards of loans and grants to various Montana airports as part of its annual loan and grant program. The program, developed 15 years ago, has become a major contributor to Montana airports. At any given time, there is nearly a million dollars of Aeronautics Division funds obligated to various airport projects around the state.

Under current funding levels, there was about \$800,000 available for disbursement this year for both loans and grants. Funding for this program is provided by a 2 cent per gallon tax on fuel sold to general aviation aircraft in Montana. Although most of this money is usually put toward large projects that need to leverage larger federal (FAA) funding at a 95 to 5 percent match rate, there is usually a small percentage awarded for various smaller scale airport projects as well. Applications for the funding are due into the Aeronautics Division around Thanksgiving each year, and the money is awarded early the following year.

The nine member Montana Aeronautics Board has sole responsibility for the awarding of loan and grant monies. The board met on January 22 to review the requests and take action on the fiscal year 2009 requests. The 2009 fiscal year will begin July 1, 2008. The board discusses each project in general then will sometimes hear presentations provided by airport sponsors and their representatives. After discussion has been completed, the board votes to approve, deny or amend the requests. This program is available to all public use entities and the money can be used for nearly any airport or aviation related project. For more information regarding the program, contact the Aeronautics Division. Here are the awards for fiscal year 2009.

<u>AIRPORT</u>	<u>GRANT AMOUNT</u>	<u>LOAN AMOUNT</u>
Colstrip	\$27,894	
Conrad	\$10,175	
Culbertson	\$23,750	\$23,750
Cut Bank	\$34,000	
Ennis	\$48,947	\$141,000
Glasgow	\$3,500	
Glendive	\$10,526	
Hamilton	\$4,400	
Hardin	\$1,974	
Harlem	\$4,125	
Jordan	\$4,875	
Lewistown	\$2,500	
Libby	\$4,735	
Miles City	\$49,210	\$49,210
Plentywood	\$4,350	
Poplar	\$47,578	\$47,578
Red Lodge		\$35,000
Scobey	\$6,238	\$6,238
Seeley Lake	\$9,932	
Sidney	\$3,947	\$3,947
Terry	\$3,400	\$3,400
Thompson Falls	\$5,800	
Three Forks	\$12,500	\$12,500
Turner	\$9,052	
White Sulphur Springs	\$4,160	
Winifred	\$66,000	
TOTALS	\$430,568	\$349,623



Women Soar, You Soar: EAA Seeks to Spark Young Women's Interest in Aviation

Inspiring young women to reach for their dreams in aviation is again the mission of EAA's fourth annual Women Soar, You Soar event July 28-29 at the EAA Aviation Center in Oshkosh.

Registrations are now being accepted for this program, open to young women entering grades nine through 12 in fall 2008. Through the event's introduction of aviation-based careers and a women-mentor network, the program encourages and supports these women to consider a career in aviation. During the first three years of the program, hundreds of teenage girls have benefited from the experiences and guidance of women actively involved in the world of flight.

This year, Women Soar, You Soar will host 150 girls in a variety of activities including flight simulation, workshops, wing rib assembly, and mentor sessions.

Applications will be accepted through June 30 and are available online at www.airventure.org/WomenSoar/. The cost is \$50, which includes lodging at the University of Wisconsin-Oshkosh, meals, and admission to EAA AirVenture Oshkosh, "The World's Greatest Aviation Celebration." Registration scholarships are also available for young women meeting need requirements.

Space in the program is limited. Additional information can be obtained online or by calling the EAA Development office at (800) 236-1025.



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Montana Department of Transportation

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Helena, Montana 59620-0507

Montana Department of Transportation



March 2008

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