



Time Rapidly Approaching for Conference

The 2014 Aviation Conference is drawing near so if you haven't sent in your registration and booked your room now's the time to do so! This year will offer a wide array of speakers and events you won't want to miss.

Friday's luncheon speaker is Professor John Priscu. Dr. Priscu is an expert in studying the ice mass and other facets of Antarctica. He has spent 30 seasons there and mentored over 300 students. He will give an overview of the history of aviation in Antarctica and the role it has played in scientific discovery.

Professor Priscu, a native Nevadan, first became interested in aviation in the 1960's when he helped his uncle restore a 1943 Howard DGA-15P at the Boulder City airport. He remained in Nevada and received his Bachelor of Science degree in Biology in 1975 from the University of Nevada, Las Vegas. While pursuing his Bachelor's degree Priscu also studied music and played in bands at numerous Vegas clubs to pay for his schooling. After obtaining his Bachelor's degree, he stayed at UNLV to study the influence of large dams on the productivity and biogeochemistry of the lower Colorado River and was awarded a Master's Degree in 1978 for this work. Priscu then moved to the University of California, Davis where he received his Ph.D. in 1982 for his research on plankton and biogeochemistry of high altitude lakes. Following his Ph.D., Dr. Priscu moved to New Zealand where he was involved with government funded research on local marine and freshwater systems. It was during this period that he became interested in Antarctic ecosystems and spent four months during the austral summer of 1984 studying the permanently ice-covered lakes in the Transantarctic Mountains. He joined the faculty at Montana State University, Bozeman in late 1984 where he continues to conduct research on arctic and Antarctic ecosystems. Professor Priscu has spent 30 field seasons on the "ice" and has introduced more than 300 young investigators to this environment as members of his research teams. His teams were the first to describe life in solid ice, study lakes in the Transantarctic Mountains during winter, and sample lakes beneath the Antarctic ice sheet. Dr. Priscu, a Fellow of the American Association for the Advancement of Science and a Fellow of the American Geophysical Union, has received numerous awards for his research, including a valley and a stream in Antarctica named after him, the Goldwithe Medal for his work on polar ice sheets, and the International Medal for Scientific Excellence from the Scientific Committee on Antarctic Research. His field teams have spent months sleeping in tents with temperatures hovering near minus 50 under complete darkness during the winter expeditions. Priscu has published more than 200 scholarly articles on his research and edited 4 books. Many of his students hold prestigious positions at institutions throughout the US and Europe. His hobbies include playing blues and jazz with his band and flying his Maule M7-235 aircraft into remote airstrips.



Rooms have been blocked at the Holiday Inn Grand Montana at a conference rate of \$83.00 plus tax. Rooms can be booked online with the group booking code MAC at <http://www.ihg.com/holidayinn/hotels/us/en/billings/bilwe/hoteldetail> or you can call 1-800-465-4329 and reference group booking code MAC. Reserve your room today; reservations must be made prior to **February 12, 2014** in order to guarantee the group discount.

A registration form can be found online at <http://www.mdt.mt.gov/aviation/> and one is also included with this month's newsletter.

We hope to see you in Billings. For further information on the conference contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.

Administrator's Column

Rocky Mountain College graduates receive exemption from aviation rule: Pilots who graduate from the Rocky Mountain College aviation program will be eligible to work for commercial airlines with fewer flight hours than required by a new federal rule. The school is one of 20 colleges or universities in the United States to receive an exemption from a Federal Aviation Administration requirement that each pilot have 1,500 hours of flying time to work for the nation's airlines. The new rule will allow Rocky pilots to fly as first officers — in the right seat of the cockpit — when they reach 1,000 hours. In response to the Colgan Air accident, Congress passed a law requiring all airline pilots receive an Airline Transport Pilot certificate. That led to the FAA requirement that doubled the amount of flying time that airlines normally required before hiring aviation graduates. Several regional airlines are worried about a shortage of pilots with the new rules and the exemption should bolster the workforce. Research shows that pilots who come from a four-year accredited aviation program perform better than pilots trained elsewhere. In a final rule, the FAA announced that it is increasing the qualification requirements for first officers who fly for U.S. passenger and cargo airlines. The rule requires first officers to hold an Airline Transport Pilot (ATP) certificate and 1,500 hours total time. Previously, first officers were required to hold a commercial pilot certificate, which requires 250 hours of flight time. A “restricted privileges” ATP certificate would allow a pilot to serve as a first officer if: a military pilot with 750 hours total time as a pilot; a graduate holding a Bachelor’s degree with an aviation major and 1,000 hours total time as a pilot; a graduate holding an Associate’s degree with an aviation major and 1,250 hours; and pilots who are at least 21 years old with 1,500 flight hours.

Test sites named: The FAA has released the locations of sites picked to test civilian drones. Testing of the unmanned aircraft is due to start within three months and could continue until February 2017. The FAA has said some 7,500 small unmanned aircraft can be expected in US airspace in the next five years — provided regulations are in place to handle them. Testing date “will help the FAA answer key research questions such as solutions for ‘sense and avoid,’ command and control, ground control station standards and human factors, airworthiness, lost link procedures and the interface with the air traffic control system.” Those selected are: 1) the University of Alaska, whose winning proposal covers seven climatic zones and foresees testing in the states of Hawaii and Oregon; 2) the state of Nevada will, among other things, focus on how air traffic control procedures will evolve with the introduction of drones; 3) New York’s Griffiss International Airport will study the integration of drones into the heavily frequented northeast airspace; 4) the North Dakota Department of Commerce, offers testing in a temperate, continental climate and a variety of different airspaces; 5) Texas A&M University-Corpus Christi plans to develop system safety requirements’ and 6) Virginia Tech, will conduct “failure mode testing,” with sites in Virginia and New Jersey. Twenty-five proposals from 24 states were received. Test site operators must comply with federal, state and other privacy laws and have a “written plan for data use and retention.”

Neptune Contract Award: Missoula-based Neptune Aviation has secured a new contract to provide two next-generation retardant bombers for wild land firefighting. The \$8.7 million annual award was released for use two jet-powered, 3,000-gallon retardant tanker aircraft over four years, starting in 2014. The contract has an additional five one-year extension options. The company has four BAe-146 jet airplanes in addition to its eight older P2-V propeller-driven tankers. Two BAes were outfitted with 2,600-gallon retardant tanks. One of those jets currently has a five-year contract for firefighting services, while a second operated through 2013 on a short-term “additional equipment” contract. The new GSA contract applies to Neptune’s two newer jets. All four BAes will be getting new 3,000-gallon tanks as recently approved.



Montana and the Sky

Department of Transportation

Steve Bullock, Governor
Mike Tooley, Director

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Aeronautics Division
Telephone - (406) 444-2506
Fax - (406) 444-2519
P.O. Box 200507
Helena, MT 59620-0507
www.mdt.mt.gov/aviation/

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Calendar of Events

January 21 & 22 – Aeronautics Board Meeting, Helena. For further information or to view an agenda go to our website at <http://www.mdt.mt.gov/aviation/> or contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.

January 27-28 – AMAA Convention, Heritage Inn, Great Falls. For further information contact Colleen Campbell at (406) 781-6461 or eccampbell@yahoo.com.

February 7-8 – Flight Instructor Refresher Clinic, Red Lion Colonial Hotel, Helena. For further information contact Dave Hoerner at (406) 444-9568 or dhoerner@mt.gov.

February 27 – March 1 – Montana Aviation Conference. Holiday Inn Grand, Billings. For further information contact Patty Kautz pkautz@mt.gov or (406) 444-9580.

February 27 – March 1 – Montana Aviation Teacher’s Workshop. Holiday Inn Grand, Billings. For further information contact David Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

February 28 – March 1 – Mechanics IA Renewal. Holiday Inn Grand, Billings. For further information contact Mike Rogan at (406) 444-9590 or email mrogan@mt.gov.

June 14 - 10th Annual Fly In at Lewistown Airport; 7:00 a.m. to noon. MPA sourdough pancake breakfast. Antique, Warbird, Experimental and Sport Airplanes. Held in conjunction with Central Montana Flywheelers Exhibition. For further information contact Jerry Moline (406) 350-3264.

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 1,800 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$702. This includes \$483 for postage.



Attention to Pilots Flying into Dell, Montana

Beaverhead County has recently passed resolution 2013-25 on December 16, 2013 stating;

“NOW, THEREFORE, BE IT HEREBY PROCLAIMED by the Board, that Oregon Shortline may only be used as a landing strip if traffic is stopped by flaggers at each end of that portion of Oregon Shortline being used as a landing strip. PURSUANT TO SECTION 67-1-105, MCA, any person violating this Resolution will be guilty of a misdemeanor and punishable by a fine of not more than \$500 or by imprisonment in a county jail for not more than 90 days, or both.”

For clarification purposes Oregon Shortline is a County Road which extends from Sage Creek Road south to Red Rock Road. Pilots have been using Oregon Shortline road for a runway to access the restaurant and other facilities in the town of Dell. Due to a recent landing incident and concern for public safety, Beaverhead County has enacted this resolution. It is encouraged that pilots use the Dell airport (4U9) which is ¾ of a mile away, paved, lighted, 7,000 feet long and 70 feet wide. Thanks for your cooperation.

Veterans Home residents recall one heck of a life

By Lynnette Hintze, originally appeared in the November 9, 2013 issue of the Daily Inter Lake, reprinted with permission



Ben and Butchie Ryan pose for a picture at the Montana Veterans Home in Columbia Falls. Photo courtesy of Patrick Cote/Daily Inter Lake

Together, Ben and Butchie Ryan have spent 67 adventurous years that have taken them from Venezuela to Alaska and many points in between.

Separately, they each served their country in military service.

Ben, 90, flew P-39s with a fighter squadron that protected the Panama Canal during World War II. He survived a midair collision when he bailed out of his plane in the nick of time, landed in the Panama Canal and was rescued by a nearby fisherman.

Butchie, 91, was an Army nurse on a hospital ship headed to Okinawa when the ship broke down in the Panama Canal. During the down time, a friend of hers arranged a blind date with Ben.

The rest is history.

“We’ve had a very good life,” Ben said as he and Butchie sat side by side in their room at the Montana Veterans Home in Columbia Falls.

After Ben retired early from his job with a major oil company, the couple spent 45 years in West Glacier, where they

cleared land for an airstrip and Ben built three airplanes over the years. They moved to the Veterans Home in May 2012, deciding they didn’t want to deal with winters on their own any more.

When Columbia Falls students visited the Veterans Home recently to gather stories for an annual Veterans Day essay contest, the Ryans were among the veterans interviewed.

With minds still razor-sharp, they told their stories.

Ben moved with his family to Three Forks in 1931 where his father drilled a wildcat well that turned up dry. He recalls the intrigue when two airplanes landed on the airfield at the edge of town in about 1932. It was a small boy’s dream and perhaps foreshadowed his long life to come.

“Because I was the smallest boy, the pilot of the twin Lockheed boosted me up on his shoulder to retrieve the mail pouch from the nose baggage compartment,” he said. “This was a one-time event for Three Forks.”

The family moved to Livingston in 1936 as his father drilled more wildcat wells. Ben worked in the oil patch for a short time after graduating from high school and before heading to Stanford University to study geology and petroleum engineering.

While at Stanford, he enlisted in the Army Reserve the week after the attack on Pearl Harbor for training as an aviation cadet and was called to active duty in May 1943. He earned his wings a year later.

“The Army, for publicity reasons, flew my mother, then a WAC (Women’s Army Corps) corporal, out from Los Angeles to pin on my wings,” Ben recalled. “I was surprised to see her on stage and I was the first graduate to get my wings, ahead of all the others ... Apparently, this was written up in the L.A. papers and afterwards I received several letters from young ladies whom I had never met.”

Ben joined the 32nd Fighter Squadron in September 1944, flying on patrol from the Panama Canal Zone. The P-39 was a joy to fly, he said, save for Columbus Day in 1945 when he was filling in for another pilot on a mission to intercept a “VIP” plane and escort it to the canal.

As their mission was ending, another squadron was landing.

“The CO [commanding officer] put our squadron in trail formation,” Ben recalled. “The No. 2 plane had a runaway prop. When this happens the prop goes into a flat pitch and forward speed rapidly falls off. I barely slid under the plane in front of me, but the P-38 behind me took my right vertical stabilizer off with his left wing. My plane was left with no rudder or elevator control.

“I didn’t have time to think. I just reacted,” he said.

He managed to get himself out of the plummeting plane. As he popped his parachute, he watched the plane descend until he could see only the circle of foam where it splashed into the water.

“After landing in the water, my life raft would not inflate. Here I had been sitting on this thing in the plane for something like 400 hours ... just when I needed it, it would not work.”

The Army gave the native fisherman who plucked Ben out of the water a \$50 reward. The next day Ben was back in a P-38 for a formation flight.

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Veterans Home residents, continued

Agnes Butchkosky — “Butchie” for most of her life — stood only 5 feet tall when she prepared to sign up with the Army Nurse Corps in 1945. The height requirement was 5 feet, 2 inches, so she styled her hair in a bun of curls atop her head to make up the two inches she needed.

It worked.

Butchie was a nurse at heart. The Hazelton, Penn., native had worked as a nurse in New York City hospitals before she joined the Army.

World War II was still raging when she was assigned to a hospital ship en route to Okinawa. As fate would have it, the ship broke down in the Panama Canal and was under repair for several weeks.

Butchie had a girlfriend who lived in Panama and worked as a private-sector nurse; she was dating Ben’s roommate. It was inevitable that Ben and Butchie wound up on a blind date, a gathering at the officers club.

It wasn’t love at first sight, Butchie said, but the couple faithfully corresponded. The war ended before the hospital ship was repaired, so she was reassigned to a hospital in Denver. After Ben got out of the service, he came to Denver and married Butchie on June 8, 1946.

Ben went back to Stanford to finish his degree in petroleum engineering and was hired by Richfield Oil Co. as a geologist in 1949. The Ryans then bounced around, spending three years in California, then four years in Wyoming, four years in Venezuela, a year in Los Angeles and five years in Alaska.

Butchie had her hands full those years playing hostess to plenty of parties for oil executives.

After Richfield merged with Atlantic Oil Co. in 1965, Ben decided to retire and they wound up in West Glacier, where they bought 153 acres of timber and started building a home. They had contemplated building a rambler, but after seeing all the snow on their property during the winter of 1966, they decided instead on a more sensible A-frame.

Ever the engineer, Ben built his own sawmill and they processed most of their own lumber for the house.

While Ben was taking a winter walk in the early 1970s he noticed the flat benches extending to the northeast and southwest of their home that could be linked together by filling in the low drainage area between them. That’s when it dawned on him the property could be reshaped into an airstrip.

Around the same time, the industrious Ben started building planes — first a tandem seat low-wing monoplane.

“Butchie was a big help in the plane’s construction and was not a bit hesitant to go up with me,” he recollected.

That’s true, she said. “I knew how well-built it was because I was there helping.”

Next he built a biplane from a kit, then later conquered a Fokker triplane, a three-quarter scale version of the one flown by the Red Baron in World War I.

About 10 years ago as the Ryans, who have no children, were deciding what to do with their airstrip and collection of planes, they were introduced to the Recreational Aviation Foundation, an organization dedicated to the preservation of backcountry and recreational airstrips across the country.

The Ryans donated the airstrip (known as Ryan Field), their airplanes and more recently their home to the foundation.

Pilot Getaway magazine has written about the Ryans’ generosity through the years.

“Ryan Field is a treasure that we have the opportunity to enjoy for years to come, and the Ryan legacy will continue through their generous donation,” Mike Sidders wrote in a 2006 Pilot Getaway article.

The Ryans have been constant companions in love and life, never afraid to try their hand at things. They’ve both got competitive spirits, too, as was evident during their many years of hunting in Alaska and the Lower 48.

“Butchie likes to brag that she got the largest bighorn,” Ben said, as Butchie added, “I got the bigger elk, too.”

But, Ben noted with a sly smile, “I got two Dalls and a Stone sheep, so I’m even with her.”

UN-Lit 700 Foot Tower North West of Havre

If you are traveling Northwest of Havre please use caution. The old LORAN-C tower that the Coast Guard installed in the 1980’s is not marked at this time. The tower is over 700 feet tall and none of the red marker lights are in operation. The location of the tower is 48 °44’ 39” North, by 109 ° 58’ 54” West. Or 16 nautical miles North West of Havre on the 310 ° radial from the Havre VOR. There is a NOTAM issued that will be in place until the lighting is restored.

Mechanics Seminar & IA Renewal Held in Conjunction with 2014 Conference

The MDT Aeronautics Division is pleased to announce the 2014 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation Conference in Billings at the Holiday Inn Grand.

The seminar will be held on Friday, February 28 from 8:00 a.m. to 7:00 p.m. through Saturday, March 1 from 7:00 a.m. to 5:30 p.m.. Registration for IA's starts at 7:00 a.m. on Friday, February 28 and 6:00 a.m. on Saturday, March 1. Please plan to be there early to register as an IA if you intend to use the training for renewal.

We will be offering a full eight hours of training on both Friday and Saturday. Please plan to arrive early to receive the full 8 hour credit.

Any questions please contact Michael Rogan with the Montana Aeronautics Division at (406) 444-9590 or e-mail at mrogan@mt.gov.

TENTATIVE SPEAKERS: Joe Westby – Northwest Propeller; Carol Leyner – Colorado Classic Aircraft; Ben Visser – Formally with Shell Oil; Alan Jesmer – Precision Airmotive; Steve Vold – Aerotronics; Loren Lemen – LY-CON Rebuilding; Dick Johnson – Champion Aerospace; Michael Devenney – Bell Helicopters; Bryan Hanson – Helena FSDO; Patrick MacQuarrie, Helena FSDO Manager; Jeff Vercoe - FAASTeam Manager

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

Cape Air Takes Over Essential Air Service Routes in Montana

Cape Air began serving five Montana cities, taking over the federally-subsidized Essential Air Service routes to Glendive, Glasgow, Sidney, Havre and Wolf Point on December 10, 2013.

Cape Air flies a fleet of 75 Cessna 402s, of which 8 are in Montana, coincidentally one of the planes, N5862C was originally bought by Lynch Flying Service and sold to Big Sky Airlines, N5826C has over 30,000 hours on it and what a small world that it ends up back in Montana after all these years!

Cape Air is offering low \$49 one-way fares that include taxes and fees. This will be the standard fare for the next two years until the EAS contract is rebid.

We welcome Cape Air to Montana and wish them much success in their endeavors.



Cape Air's leadership team arrives in Glasgow, Montana for the city's inaugural celebration.



Cape Air staff celebrate inauguration at Wolf Point.



Dan Wolf, flying right seat, checks out the VFR sectional while SVP of Ops, Craig Bentley, pilots Cape Air's leadership team from Billings to the day's first inaugural celebration, Glendive, Montana.



30th Annual Montana Aviation Conference

February 27-March 1, 2014 – Holiday Inn Grand Montana, Billings

Mail Registration Form & Payment to:
 MDT Aeronautics Division - Attn: Patty Kautz
 PO Box 200507 - Helena, MT 59620-0507
 Phone (406) 444-9580 – Fax (406) 444-2519
 Email: pkautz@mt.gov

Names of Participant(s) (for badges): _____

Aviation Organization Affiliation: _____

Address: _____

City: _____ State/Zip _____

Phone _____ E-mail address _____

Register Early and SAVE! Pre-registration will be open until February 21, 2014. After that date conference fees increase and participants must register at the conference site (see reverse for further information regarding on-site registration).

<u>PRE-REGISTRATION: BY FEBRUARY 21, 2014</u>		
Takeoff to Landing Package (includes registration & all meals)	_____ @ \$145/PERSON _____ @ \$280/PERSON/GUEST	\$ _____ \$ _____
-OR- Registration Fee (includes registration & <u>free</u> meals – see note below)	_____ @ \$85/PERSON (**SEE NOTE BELOW) _____ @ \$160/FAMILY (**SEE NOTE BELOW)	\$ _____ \$ _____
Thursday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Dinner/Entertainment	_____ @ FREE W/ PAID REGS (**SEE NOTE BELOW)	\$ _____
Saturday Luncheon	_____ @ FREE W/ PAID REGS (**SEE NOTE BELOW)	\$ _____
Saturday Banquet	_____ @ \$35	\$ _____
-OR- Registration Fee (No Meals)	_____ @ 45/PERSON _____ @ 75/PERSON/GUEST	\$ _____ \$ _____

<u>GENERAL REGISTRATION: AFTER FEBRUARY 21, 2014</u>		
Takeoff to Landing Package (includes registration & all meals)	_____ @ \$155/PERSON _____ @ \$300/PERSON/GUEST	\$ _____ \$ _____
-OR- Registration Fee (includes registration & <u>free</u> meals – see note below)	_____ @ \$95/PERSON (**SEE NOTE BELOW) _____ @ \$180/FAMILY (**SEE NOTE BELOW)	\$ _____ \$ _____
Thursday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Dinner/Entertainment	_____ @ FREE W/ PAID REGS (**SEE NOTE BELOW)	\$ _____
Saturday Luncheon	_____ @ FREE W/ PAID REGS (**SEE NOTE BELOW)	\$ _____
Saturday Banquet	_____ @ \$35	\$ _____
-OR- Registration Fee (No Meals)	_____ @ 55/PERSON _____ @ 95/PERSON/GUEST	\$ _____ \$ _____

****PLEASE INDICATE IF YOU WILL ATTEND THE FRIDAY DINNER AND SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON REGISTRATION INCLUDES 1 FRIDAY DINNER AND 1 SATURDAY LUNCH TICKET; FAMILY REGISTRATION INCLUDES 2 FRIDAY DINNER AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$30.00 FRIDAY DINNER AND \$20.00 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUNT IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.**

Payment Method:

Enclosed is my check payable to Montana Aeronautics Division - Total Amount Enclosed \$ _____

Upon receipt of this form, please charge my: American Express MasterCard Visa Discover

Cardholder Name _____

Account Number _____ Exp. Date _____

Balance Due \$ _____ Signature _____



Take-off with Aviation Education

A three-day Aviation Teacher Workshop will be held in Billings in conjunction with the Montana Aviation Conference on February 27 through March 1. This workshop gives teachers insight to aviation by way of presentations from experts in the field, student centered aviation stations and an actual flight in a single engine aircraft.

Teachers will learn how to integrate aviation education through the use of STEM (Science, Technology, Engineering, and Mathematics).

Participants will also learn the basics of aerodynamics/flight, physics, how to interpret an aeronautical chart, and become familiar with traffic patterns & ATIS. Course topics will include Search & Rescue and personal flight stories told by experienced pilots. This program is offered at no cost to teachers however, all participants are responsible for their own accommodations.

For further information or to register for the workshop contact David Hoerner at (406) 444-9568 or email dhoerner@mt.gov.



Previous workshops offered teacher's valuable resources to take back to the classroom.