

Montana and the Sky



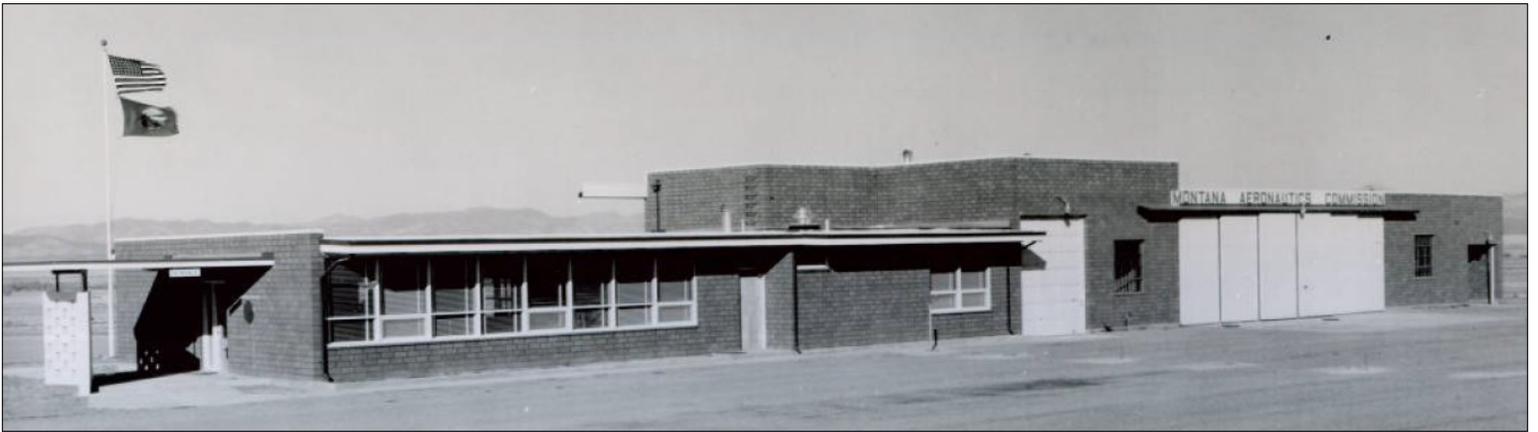
Montana Department of Transportation

Aeronautics Division

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Montana Aeronautics Commission Operations Building Now Listed in the National Register of Historic Places



Article by Jon Axline

The aviation industry boomed in the years following World War II. The rise of the airline industry, an increase in the number of private planes and pilots, and the beginning of the cold war all contributed to the need for a regulating agency to ensure that pilots, instructors, and mechanics all met professional and safety standards. The state of Montana rose to the challenge in 1945 when the state legislature created the Montana Aeronautics Commission and placed it under the direction of famed pilot and aviation advocate Frank E. Wiley.

At first, the Commission maintained offices in downtown Helena. In 1957, the state legislature directed the commission build its own administrative building on the grounds of the Helena Regional Airport. Designed by Helena architects, William Ostheimer and Joe Campeau, the Modernist style brick building reflected the architectural style of the time for government buildings. Completed in 1958, the building has served as the headquarters of the Aeronautics Commission ever since. In 1965, Ostheimer and Campeau designed a brick addition to the building and an adjacent garage that mirrored the architectural style of the main building. The Aeronautics Commission became a division of the Montana Department of Transportation in 1991.

Recently, the National Park Service recognized the historic and architectural significance of the Montana Aeronautics Commission Operations Building by listing it in the National Register of Historic Places. The building is significant for its role in the history of aeronautics in Montana and because of its unique and representative architectural design.

MONTANA AERONAUTICS COMMISSION OPERATIONS HISTORIC DISTRICT

Shortly before the end of World War II, Governor Sam Ford urged the Montana State Legislature to create a commission to regulate the state's private and commercial aviation industry. The 1945 legislature subsequently formed the Montana Aeronautics Commission to encourage, foster, and assist in the development of aeronautics and encourage the establishment of airports and other air navigation facilities. Its first action was licensing commercial and private pilots operating in Montana. The commission was also responsible for the design, construction, leasing, and operation of small community airports throughout the state. It worked closely with the Civil Air Patrol, conducted search and rescue operations in conjunction with local authorities, kept statistics for the aviation industry in Montana, and aggressively sought to regulate commercial air traffic in the state per federal law. As the importance of aviation increased, so did the commission's responsibilities. In 1957, commission director Frank Wiley, himself a pilot, lobbied the state legislature to authorize construction of a commission operations building adjacent to what was then the Helena Municipal Airport. Helena architects Ostheimer & Campeau designed the Modernist style administrative building in 1958. As commission responsibilities increased, in 1965 the same architects designed an addition and garage to complement the original building. The Modernist style, featuring natural colors and textures, large windows, and lack of ornamentation, characterizes government construction of the period. The Montana Department of Transportation's Aeronautics Division illustrates the maturing of Montana's aeronautical and aviation industries in the wake of World War II. It continues to play a critical role in Montana's aviation industry.



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Aviation Funding

On March 23, 2018, President Trump signed a \$1.3 trillion spending bill that will fund the government through September. The bill includes \$18 billion to fund the FAA (\$1.6 billion higher than FY 2017 levels) and includes among other provisions:

- \$3.35 billion for the Airport Improvement Program (AIP). The AIP funds improvements at federally eligible airports with a typical split of 90% federal share and 10% local match.
- \$1.3 billion for NextGen investments (\$239 million higher than fiscal year 2017 levels).
- \$165 million for the Contract Towers program.
- \$10 million for the Small Community Air Service Development (SCASD) program (same as FY 2017 levels).
- \$155 million to fund the Essential Air Service program in addition to overflight fees (\$5 million higher than fiscal year 2017 levels) with no changes to eligibility.

Included in the bill is \$1 billion in additional funding for discretionary grants at 100% federal share with no local match. The funding is targeted at small and rural airports. Exactly how these funds will be distributed is still unclear and there are some limitations. However, Montana is anticipating to benefit significantly from this additional funding.

With the bill providing funding through September 30, 2018, many are hopeful that Congress will pass a multi-year FAA authorization bill during the summer. Fingers crossed!



Montana and the Sky
Department of Transportation

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Big Sky Hosts Institute of Electrical & Electronics Engineers Conference

Article by Jon Axline

The Institute of Electrical and Electronics Engineers (IEEE) held its annual Aerospace Conference at the Yellowstone Conference Center at Big Sky from March 3-10, 2018. The week-long conference brought in nearly a thousand attendees from 27 countries. Over 488 paper presentations, panels, and discussions that covered a wide variety of technical and scientific topics related to aerospace, astronomy, and robotics. Just a few of the subjects included satellite antennas, NASA's exploration plans, the development of algorithms for direct radio detection of exoplanets, the exploration and utilization of asteroids as interplanetary communications relays, the rise of Artificial Intelligence (AI), and a discussion about the handling of microbes from Mars should they be discovered and brought back to Earth, to name just a few of the subjects presented at this remarkable conference.



A highlight of the conference was an after-dinner presentation by Dr. Pete Worden, former director of NASA's Ames Research Center and the current chairman of the Breakthrough Initiative. Dr. Worden described efforts to search for life in the universe and plans to develop an interstellar probe that would be sent to the Alpha Centauri system in about 2048. Called StarChip, it would consist of a very small interstellar spacecraft fitted with lightsail and laser propulsion system that could conceivably reach 20 percent the speed of light and the star system in only 20 years.

The conference overwhelms in the amount of information provided, but is well worth attending if you have an interest in aerospace science and industry.

Aviation Career Exploration Academy to Be Held in Helena June 26 & 27, 2018

The 2018 Aviation Career Exploration (ACE) Academy for high school students will be conducted in Helena June 26-27, 2018. The two-day resident camp will immerse students in wide ranging aspects of aeronautics that will include flights in general aviation airplanes, tours of the Helena control tower and many other aviation experiences. Students will have the opportunity to speak with general aviation pilots at a local fly-in. Cost of the academy is \$120 and includes all meals and double occupancy lodging at the Wingate Inn. Contact Jake Hemphill, Safety and Education Bureau Chief, for questions at (406) 444-9568 or jahemphill@mt.gov.



Photo Credit: The Montana Standard

Architect on Butte's New Airport Terminal: 'We Tried to Make This Building Fun'

Article published February 15, 2018 in the Montana Standard by Mike Smith

Butte's new airport terminal was designed to capture the history and essence of the Mining City, and from the reactions of folks who took it in Thursday, it does that indeed. With class. "This is going to be a lot of people's first impression of Butte, and I think it's a good one," said Dave Palmer, Butte-Silver Bow's chief executive. Butte native Paul Powers, an architect who has played major roles in designing 38 other airport terminals across the country, said this one was special. "This was a fun one," he told more than 300 people who packed the passenger waiting area during an opening ceremony for the \$10.5-million building. "We tried to make this building fun."

Most everything speaks of Butte, from timbered walls and curving, wooden dividers to the front of the passenger screening area, a custom-made metal gate inspired by the cages that lowered workers into the mines. The stained glass and checker-board portals on the north wall were inspired by all the churches in Butte. But the most dominant feature, obvious immediately when walking in through the headframe entrance, is openness and space. The gable-frame building rises to 38 feet in the center, and slatted walls and other features allow light and eyesight to drift casually from one area to the next. Giant glass walls offer spectacular views of the East Ridge, Uptown Butte, and the mountains to the west. "It was hard to screw that up," Powers joked.

David Holman, chairman of the Airport Authority Board, said a big marketing campaign is planned for the terminal and officials are trying to get "another airline from other cities" to sign on. One thing won't change, however. "This is the only airport in Montana with free parking," he said, drawing the loudest cheers of the evening. The new terminal won't start operating until next week after more equipment is moved from the old building.

Plans are to demolish the old terminal in August after the Federal Aviation Authority gets all of its equipment out, Holman said. The new terminal has two concession areas, one called the Ore Cart, two sets of restrooms, and far more seating for people waiting on flights or friends. "I think you will all agree it's beautiful," airport manager Pam Chamberlin told the crowd.

Drones and Their Use Under FAA Part 107

You may have heard about the rapidly changing world of drones. Drones, also referred to as Unmanned Aircraft Systems (UAS) are multiplying an exponential rate. The FAA has developed Federal Aviation Regulation Part 107 to set rules for small unmanned aircraft systems. Part 107 governs commercial and government uses for drones weighing less than 55 pounds. The goal of Part 107 is to provide UAS pilots with guidelines for operations that ensure safety of flight, people and property.

Let's talk about what you can do to become a certified small UAS pilot. To be eligible a person must be at least 16 years of age, be able to read, speak and write the English language, and pass an initial aeronautical knowledge test covering Part 107. If a person already holds a pilot certificate issued under Part 61 (other than a student pilot) they do not need to pass the aeronautical knowledge exam, but they do need to complete an initial online training course offered by the FAA www.faa.gov/uas/. When operating your UAS, it is important to follow these guidelines:

- Your UAS must be kept within your sight or the sight of a visual observer who the pilot in command is in constant contact with.
- You can only fly during daylight hours in visual meteorological conditions, unless a waiver from the FAA is obtained.
- You cannot fly your UAS over any person who is not protected by a covered structure unless they are part of the flight operations.
- The weight of your UAS, including all cargo and attached systems, can not exceed 55 pounds.

The full set of operating rules can be found in the Federal Aviation Regulations. Anyone who would like to learn more can take the Part 107 small Unmanned Aircraft Systems training course at www.faasafety.gov. This course will help you gain a detailed understanding of commercial drone operating rules.



I FLY SAFE
knowbeforeyoufly.org | faa.gov/uas

FLY SMART, FLY SAFE, AND HAVE FUN!

Federal Aviation Administration

PRE-FLIGHT CHECKLIST

- I fly below 400 feet
- I always fly within visual line of sight
- I'm aware of FAA airspace requirements: faa.gov/go/uastfr
- I never fly over groups of people
- I never fly over stadiums and sports events
- I never fly near other aircraft, especially near airports
- I never fly near emergency response efforts such as fires
- I never fly under the influence

Photo Credit: faa.gov/uas

The Bozeman Yellowstone International Airport Ranked 5th by Money Magazine



Photo Credit: Bozeman Yellowstone International Airport

Article by Jake Hemphill

The Bozeman Yellowstone International Airport (BZN), recently made the list of 15 best airports in the U.S. According to an article in *Money Magazine*, BZN comes in ranked 5th on the list. The article sights on-time arrivals at 85.75 percent and mentions that BZN is now the busiest airport in Montana. BZN is the only airport to provide year-round service to both entrances of Yellowstone National Park and it serves as an access point for remarkable skiing, hiking and exploration. The Bozeman airport has undergone many upgrades in the past decade and now has non-stop service to 15 cities.

Tanker 05 to Sit Proudly in Montana's Eastern Frontier at Dawson Community Airport

Article by Craig Stebbins

On March 6, 2018, Craig Stebbins, a pilot based in Glendive (GDV), announced that Neptune Aviation Services of Missoula has selected the Dawson Community Airport for donation of one of their Lockheed P-2 Neptune airtankers for permanent static display. Tanker 05 will be flown to Glendive during the late 3rd or early 4th quarter of this year with more details to follow once a firm arrival date has been established.

Stebbins, an Aircraft Owners and Pilots Association Airport Support Network volunteer and airport board member, conceived the idea in November 2014 with the common knowledge that Neptune Aviation would eventually retire the mighty P-2 airtanker fleet within a few years. With phone calls, emails and letters to Neptune from Stebbins as well as Airport Manager Craig Hostetler, Airport Board Chairman Bruce Downs, the Dawson County Commissioners, and Glendive Mayor Jerry Jimison, the collective effort finally paid off.

Although GDV was never a designated tanker base, it was once home to Kinney Airtankers / Kinney Aviation back in the 1970s through the late 1980s. During this period, several WWII era airplanes including approximately five Lockheed PV-2 Harpoons, two Douglas A-26s, and a former Eastern Airlines Douglas DC-7 were all based at the Dawson Community Airport. The company used the airplanes for both firefighting and large acreage spraying. Two of the PV-2s, that once called Glendive home, ex-Tanker 101, N6657D; and former sprayer N7670C, are now fully restored to warbird configuration.

Stebbins stated that this generous gift presented to the Dawson Community Airport from Neptune Aviation is a very proud moment for Glendive and added that having a piece of aviation history on display, Montana aviation history in particular, will be a valued treasure for folks to enjoy for generations to come. With Tanker 10 guarding Montana's western front in Missoula, Tanker 05 will be sitting just as proud out in Montana's eastern frontier.



Photo Credit: Bill Thost



State Owned Augusta Airport Gateway to the Bob Marshall and Scapegoat Wilderness Areas

The Augusta Airport is one of 16 State owned airports maintained by the MDT – Aeronautics Division. The turf runway 01/19 is 3,650' X 75' at an elevation of 4,145' Mean Sea Level (MSL). There can be wildlife on and in the vicinity of the airport, including rattlesnakes. Plenty of tie-down space, room to camp, and an outhouse are located northwest of the runway. The distance

from the airport to Main Street in town is a short 1.7 mile walk, and under two miles to a hotel and places to eat. Since 1937, the town of Augusta has been home to one of the largest one-day rodeos in Montana. This year's 82nd Annual Augusta American Legion Rodeo will take place the last full weekend in June (22nd–24th) at the Legion Rodeo Grounds (120 Main Street, Augusta, MT). Also, licensed Montana outfitters offer summer wilderness trips and fall hunting trips in the area.

Don't forget to sign the pilot register!

I WOULD FILE A FLIGHT PLAN, BUT.....

Many pilots have uttered these words far too many times. A flight plan is a safety item that is often overlooked. Montana is vast and much of the state is uninhabited. This makes finding a missing aircraft a tough task. A flight plan on file can prove to be an invaluable resource in the attempt to find a lost aircraft. I realize that many pilots don't file because they are flying into a remote strip and will likely have a hard time contacting anyone to close the flight plan. This is a valid concern, but I would like to offer a few options short of not filing at all. First off, a pilot could file and open their flight plan but before they get deep enough in the back country where they would have difficulty talking to flight service, they could close the flight plan. When closing the flight plan a pilot could note with flight service that they are closing the plan but will be continuing the flight for "blank" destination. While closing the flight plan, it is a good idea to note your current location and time since it is short of the destination. This makes the pilot's intentions known in the event the aircraft is reported missing.

If that all seems like more work than you would want to do for a given flight, perhaps this next suggestion is for you. This was a technique brought to my attention by an expert in a search and rescue course. A pilot could file a flight plan for their intended flight but not actually open the flight plan. That way, there is some record of the intended flight path on file even if it is never activated. This is not a perfect solution, but it does allow rescuers to zero in on the most likely flight path of a pilot that does not arrive at their destination.

It is very possible using a flight plan in some form could save hours, if not days, off the time it could take to get you help. One of the very first things a searcher would ask is, "Did they have a flight plan?" This is important because it narrows the search area quickly; statistically 67 percent of aircraft were found within 10 nautical miles of the expected course. When you cut Montana down to that 10-mile corridor, your odds of getting rescued in a timely manner increase greatly. I hope this information will make you pause and think before you takeoff on your next adventure.

Jake Hemphill

Bureau Chief Safety & Education

Calendar of Events

June 2, 2018 - MSU Flying Bobcats Reunion - at Bozeman Airport Pilot's Shelter. Enjoy lunch and refreshments. For more information contact and/or RSVP to Rich Owen at rowen@itstriangle.com, (406) 737-4375 or (406) 868-1763.

June 8- 9, 2018 – A B-17 Weekend - at Lewistown airport, featuring B-17 "Sentimental Journey", tours and guest flights available. Fly-In breakfast 7:00 a.m. to 11:00 a.m. on Saturday. For more information visit www.B17lewistown.com or contact (406) 366-5086 or email donaldhartrich@gmail.com. For flight information and airport conditions call Jerry Moline at (406) 350-3264.

June 9, 2018 - EAA's Helena Chapter 344 Annual Morrison Park "Burger Burn" - All aviation aficionados, including members of EAA, MPA and the general public are invited to participate in this spring warm-up to the 2018 flying season from 11:00 a.m. -1:00 p.m.. Partake of a free hamburger or hot dog, and soft drink while enjoying the friendly camaraderie of like-minded individuals. Morrison Park is located just east of the Helena College airport campus off Airport Road. Those who fly in may park in the southwest corner of the general aviation ramp, in the vicinity of Exec. Air's hangars. For information contact Woody Hopler at (406) 433-3122 or email jal747@me.com

June 12, 2018 – Aeronautics Board Teleconference Meeting - 9:00 a.m. Fiscal Year 2018 Aeronautics Board Loan and Grant Award Extension Meeting. Public comment will be held at 9:15 a.m. For dial-in information, please contact Effie Benoit at (406) 444-9580 or email at efbenoit@mt.gov.

June 15-16, 2018 - AOPA Regional Fly-In, Missoula International Airport - Enjoy exhibits, seminars, and aviation events. For more information visit <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins>.

June 16-17, 2018 - Recreational Aviation Foundation Potato Bake at the Seeley Lake airport. Social hour starts at 5:00 p.m. Potato bake and steak sandwich at 7:00 p.m. -\$20.00. Fly-in or drive-in after the AOPA Missoula Fly-In. Camping on field or stay at a local motel. June 17 Pancake breakfast 8:00 a.m. -11:00 a.m. - \$10. Please sign up for one or both either through the AOPA website: https://ww2.eventrebels.com/er/Registration/StepRegInfo.jspActivityID=24893&StepNumber=1&NoReset=1&_ga=2.162456828.1564854677.1520913463-457031192.1519260531 or contact Scott Newpower at (406) 670-6169, by email at scnewps@gmail.com.

June 23, 2018 - Sanders County Pilot Assn. 2nd Annual Wings & Wheels Car Show and Fly-In - Thompson Falls, MT Airport. 8:00 a.m. to 12:00 p.m. Free admission. For more information call (406) 529-4059.

June 23, 2018 - Wings and Wheels Car Show and Fly-In, Hamilton Airport (6S5) - Join Ravalli County Pilots Association in conjunction with Bitter Rodders Car Club for a pancake breakfast from 7:00 a.m. to 11:00 a.m. For details call Choice Aviation at (406) 363-6471.

June 26 - 27, 2018 - Aviation Career Exploration Academy- The 2018 Aviation Career Exploration (ACE) Academy for high school students will be conducted in Helena. Contact Jake Hemphill, Safety and Education Bureau Chief for questions at (406) 444-9568 or jahemphill@mt.gov.

July 22, 2018 - Annual St. Ignatius (52S) Huckleberry Pancake Fly-In Breakfast - From 8:00 a.m. until 12:00 p.m. This free event is sponsored by the EAA Chapter 1122. For more information, contact Michael Kuefler at (406) 544-2274.

Jul 28, 2018 – Airport Open House and BBQ Potluck, Lincoln Airport, (S69). Contact Jerry Cain at (406) 461-5631 for more information.

August 3-4, 2018 - Three Forks Fly-In – For more information about this two-day event, contact Pat Green at enrg@aol.com or call (406) 285-6949.

August 25, 2018 - Bowman Field Anaconda (3U3) Second Annual Fly-In and Car Show - Starts at 10:00 a.m. Join us for food, games, prizes and flour sack drop. Awards for best of show aircraft, car and longest distance flown. For more information contact Greg at (406) 593-1702.

NEEDED

Gerald Moline, Airport Manager at Lewistown Municipal Airport, is in need of a good large rotary snow blower for runway and taxiway maintenance. Gerald can be reached at (406) 535-3264, or (406) 350-3264.

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Human Resources and Occupational Safety Division, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-9229. Those using a TTY may call 1(800)335-7592 or through the Montana Relay Service at 711.



VISION ZERO
 zero deaths · zero serious injuries
 MONTANA DEPARTMENT
 OF TRANSPORTATION

MAY 2018

5403

Aeronautics Division
 2630 Airport Road
 PO Box 200507
 Helena, Montana 59620-0507



Vision Zero: A Goal for Everyone

In 2017, there were 187 fatalities on Montana roads.

What does that mean? 187 parents, children, grandparents, friends, siblings, spouses, and other loved ones had lives that were cut short. It also means countless tears and shattered lives of those left with the aftermath of unsafe driving behaviors. Which loved one are you prepared to lose? If your answer is none, then Vision Zero is also YOUR goal.

It will take every one of us to work towards the day that Vision Zero is met, and the fatality total reads "ZERO." Two of the highest contributing factors to traffic fatalities in 2017 were alcohol and no seat belt.

These are behaviors that can be changed! Start by always wearing your seatbelt and planning for sober transportation. Remind your loved ones and those around you to do the same.

-Director Mike Tooley, MDT

Visit www.mdt.mt.gov/visionzero for more information.

VISION ZERO ★
 zero deaths · zero serious injuries

**MONTANA DEPARTMENT
 OF TRANSPORTATION**

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