



Aviation Part of the Lincoln Family Heritage



Three generations of the Lincoln family had flight instruction from the same instructor, pictured (l-r) Donald Lincoln, Roger Lincoln, Don Lincoln and Flight Instructor, Walt Hensley.

Freedom is in the air on Montana's Hi-Line in the beautiful "big sky" country. It's possible that one pilot may even chart the same course as his father and his son.

Roger Lincoln of Hingham, Montana learned to fly on the Hi-Line with flight instructor Walt Hensley of the Havre Flying Service. In fact, Hensley is the same instructor who taught Roger's father (Donald) to fly in 1945 and the same instructor that taught Roger's son (Donald) to fly in 1971.

Roger began his flying career in 1946, when he was given an airplane flight as a birthday present. He soloed in a 125 Super Cub in 1955, on his sixteenth birthday. Encouraging his passion to fly, Roger's parents gave him a J4 as a Christmas gift in 1955. Those days, gas to fly an airplane was 25 cents a gallon. Roger's J4 cost his parents \$250; that and an additional \$200 for an overhaul, and Roger was off on his journey. Fifty-four years later, Roger boasts an accident-free dedication to aviation.

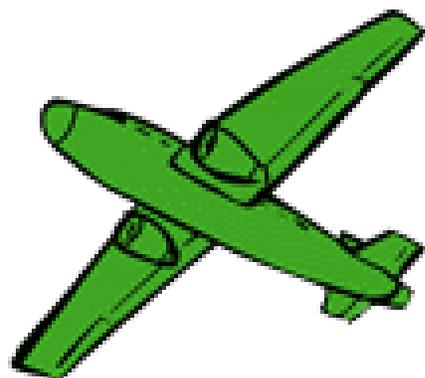
Roger's father created a family legacy of aviation. Named after his grandfather, Roger's son, Donald, soloed on June 12, 1971 in a 150 Super Cub and went on to get his private pilot certificate. Both, Roger and his father, continued their flight training and received their Commercial certificates and became crop spraying aviators. Roger's father, Donald started his crop spraying in a J3 and Roger in a PA-11.

It's a good day in Montana when Roger gets up and takes his daily morning flight in his Super Cub, flying over Montana's rolling prairie and fields of wheat in the big sky country.

Attention Pilots: Since the new wind turbines and other obstructions are often being added to our landscape we have put a map on our website that was started to bring attention to those flying the Big Sky Country. All of the obstructions are not on our FAA charts so we in Montana want to add to the safe flying in Montana.

Fish Wildlife and Parks, Ag sprayers, and others have had difficulty in visually seeing something such as Met towers in the right light conditions. So in addition to the other sources to review where towers are at, we at Montana Aeronautics want to help give our aviation public knowledge of these also.

On our website under Obstruction Information we started a map of towers within Montana that have been given to us within the last year. We have added updates of new towers this month and if any of you see a tower that is of concern to you please send me the coordinates and height of the tower to mmurphy@mt.gov and I will have it quickly added to our website map of obstructions.



Administrator's Column

TSA Security Directive SD-8G – has recently been released which clarifies the badging requirements for pilots at commercial-service airports, (only the seven large commercial-service airports in Montana are affected). The controversial directive has been clarified as follows: badging requirements for home-based pilots apply if you have leased space or are part of a tenant program, but an airport operator may approve alternate measures such as an escort program. Badging requirements for transient pilots do not apply to any non home-based airport you fly into. Transient pilots are advised to remain close to your aircraft, leaving it only to walk to and from the FBO, service provider or exit. This confirms the information that was shared by Montana TSA representatives at a meeting last month.

TSA News: The House of Representatives has passed the Transportation Security Administration Authorization Act (H.R.2200) sending a strong message to TSA to increase general aviation industry participation on security initiatives. H.R. 2200 authorizes TSA programs and funding levels and includes a provision to create a GA security working group. A successful amendment by Rec. Mica (R-FL) allows for public comment and flexibility in the rule-making process and requires any "Security Directive" (SD) in effect longer than 180 days to undergo appropriate public review.

eAPIS Update: Aeronautics Board member Fred Lark has inquired to U.S. Customs and Border Protection (CBP) about the new procedures for clearing customs and has received the following information from the National Manager of the eAPIS site to help with private aviation manifest submissions. 1) A manifest must be submitted a minimum of 1 hour prior to departure, but there is no maximum timeframe set. You may submit your manifest well in advance of your flight, so you may submit prior to your departure to the location where you know there will be no computer available; 2) although the pilot will still be the responsible party, the regulations also allow for the pilot to designate someone to transmit the information for him/her; 3) the new regulations require pilots of private aircraft, or their designees, to transmit electronically to CBP passenger manifest information for each individual traveling onboard the aircraft. Original arrival and departure manifests generally must be submitted via eAPIS or another CBP-approved data interchange system. However, on a limited case-by-case basis, CBP may permit a pilot to submit or update notice of arrival and arrival/departure manifest information telephonically when unforeseen circumstances preclude submission of the information via eAPIS; 4) when reliable means for giving notice are not available (for example, when departure is from a remote place) a landing can be made at a foreign place where notice can be sent prior to coming into the United States. Once you have submitted a manifest through eAPIS, if you need to add additional travelers, you can submit another manifest with the same flight information. It is not necessary to resubmit the travelers that have already been transmitted, but you will need to resubmit the pilot each time as eAPIS always requires a pilot for each manifest. For deleting travelers, once a manifest has been submitted, travelers cannot be deleted. It is not necessary to do anything further. Changing of airports and/or times does not need to be completed in eAPIS as long as the flight is on the same date. For these changes, please contact the affected CBP airport. If there is a change to the date of a flight, a new manifest should be submitted through eAPIS. eApis does not currently have the option available to cancel a manifest once it has been submitted. To ensure that a CBP officer does not respond to a cancelled flight, please contact the affected CBP airport to advise of the cancellation. Thanks Fred for pursuing this clarification. If you have further questions please contact: Ralph Modisette at Ralph.modisette@dhs.gov



Montana and the Sky

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Official monthly publication of the
Aeronautics Division
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www.mdt.mt.gov/aviation/

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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

continued page 4

Calendar of Events

June 20 - Plains Airport Fly In Pancake Breakfast. 8:00 a.m. to noon. For further information, contact Randy Garrison, (406) 826-3605 or printery@plainsmt.net.

June 20-21 – Fathers Day Fly In Sourdough Pancake Breakfast, Fort Peck Airport. Steak fry Saturday evening and pancakes Sunday morning. Canoe trips down Missouri for those who call and schedule in advance. For further information or to schedule canoe trip, call Lanny Hanson, (406) 526-3535 or (406) 263-1154.

June 20-21 – 6th Annual Fathers Day Fly In, Twin Bridges Airport. Events start Saturday morning with Young Eagle Rides and end Sunday afternoon. Skydiving, family potluck barbeque (bring a side dish), games and prizes for kids, aircraft display, games for pilots, food and more. Visit www.rubyvalleyaviation.com for more information or call Kendra at (406) 684-5335.

June 25-27 – Aviation Career Academy for students in grades 6-8 (for the school year 2008/2009). Flight Simulator; Survival Skills; Field Trips. For further information contact Jeanne MacPherson (406) 444-9568 or email jemacpherson@mt.gov or visit our web site at www.mdt.mt.gov/aviation/.

June 27 - Airport Heritage Day, Ravalli County Airport (6S5). Sponsored by the Ravalli County Pilots' Association, the Ravalli County Aviation Safety Foundation and the Ravalli County Museum. Pancake breakfast 7:00 - 11:00 a.m.; static display of antique aircraft and warbirds, historical information booth, skydiving demonstration, radio controlled aircraft and EAA Young Eagle Flights will continue into the afternoon; and finally, 7:30 - 11:00 p.m., a USO Hangar Dance.

June 27 - 2nd Annual Seeley Lake Flying Club Fly-In and Community Barbeque Dinner, Seeley Lake Airport (23S). Flame broiled burgers and dogs, salad, beans and dessert, raffle prizes and fun for all ages. Contact Calvin Kovatch, (406) 677-2932 kkovatch@blackfoot.net

June 27 – North Central MPA Hangar – Fly In breakfast, Havre. For further information, call Darren Huestis (406) 945-1861.

June 27-28 – Meadow Creek Work Session.

June 27-28 – Gateway to Freedom Air Show, Helena Regional Airport. Featuring the United States Air Force Demonstration Squadron, the “Thunderbirds” and the United States Army Parachute Team, the “Golden Knights”. For further information visit www.helenairshow.com or email info@helenairshow.com.

July 4 – EAA Flight Festival, Townsend Airport. Breakfast from 8:00 a.m. to 11:00 a.m. Young Eagle Flights from 10:00 a.m. to 1:00 p.m. Camping and barbeque grill is also available at the airport. For the 4th of July only 100LL will be at \$3.00/gal. For further information contact Neil or Karen Salmi at (406) 266-5400 or email Karen at karensalmi@hotmail.com.

July 5 – Ron Woltermann Memorial Fly In, Columbus Airport. Pancake breakfast at 7:00 a.m. – Car Show and Poker Run. For further information contact Gary Woltermann at (406) 321-4111.

July 11 – Del Bonita Work Session.

July 17-19 – Schafer Meadows Fly In. For further information phone (406) 444-2506.

July 18 – Bridger Airport Fly In breakfast held in conjunction with Jim Bridger Days. Breakfast held at Veteran's Park from 6:00 a.m. to 9:00 a.m., rides to and from breakfast and downtown available. Limited tie downs available (bring your own tie downs). For further information call Jerry at (406) 662-3375.

July 19 – St. Ignatius Fly In. For further information, contact Steve Allard steve@allardauctions.com.

August 2 – Hysham Airport Lions Club Fly-In, Drive In Breakfast, 7:00 a.m. – 12:00 p.m. For further information, phone Bob Miller at (406) 342-5252.

August 6-8 – Montana Antique Airplane Association Three Forks Fly In.

August 14-15 – Wings & Wheels Fly In, Powell Municipal Airport, Wyoming. August 14 – Twilight Airshow/Ice Cream Social; August 15 – Fly In and Airshow. For further information phone Powell Chamber of Commerce (307) 754-3494.

August 14-16 – Montana Fun Weekend, Cut Bank. Car show, airplane rides, fly in for general aviation (60 aircraft last year) and drag racing. For further information, contact Roy Nollkamper (406) 450-1078 or email nollkamper47@hotmail.com.

August 15 – Polson Fly In.

Administrator's Column, continued

Small Airport Relief Act – Sen. Nelson, (D-NE) recently introduced legislation to ensure current federal funding levels for rural airports to help keep them stable during the economic downturn. This was proposed due to fear that without legislation, airports would stand to lose funding if they fall below the threshold required to qualify for \$1 million in assistance through the Airport Improvement Program (AIP). Sen. Nelson said, "...these tough times are, hopefully, temporary and rural airports shouldn't be penalized by losing funds they need for runway work, security upgrades or other improvements to remain modern and up to date." The Small Airport Relief Act instructs the Secretary of Transportation to determine AIP funding levels in fiscal years 2011 and 2012 based on passenger boarding's during calendar year 2008. Currently, airports with 10,000 enplanements qualify for \$1 million in federal funds as part of the AIP. Airports without 10,000 enplanements receive \$150,000.

Great Turnout at Spotted Bear Work Session



The Spotted Bear Work Session was held on May 23. Thanks to the beautiful weather more than a dozen aircraft and 30 volunteers showed up to paint the shed and outhouse, clean out the shed, grease and re-sock the windsocks, paint the rocks and tie down tires, roll the airstrip and fill holes. Lunch was provided by Flathead Hangar and all volunteers were treated to a hearty lunch of burgers, polish dogs, potato salad, chips and cookies. Thanks to all the dedicated volunteers out there that help keep these airstrips safe for all to enjoy!

Billings Students Compete in Washington, DC



Pat Kenney's (Billings's science teacher) team went to Washington DC in April to compete at the National Middle School Science Bowl and the team won National Honors-1st Place in Engineering and Design for their Hydrogen Fuel Cell car! It was a great five day trip and the team was able to go through the Air and Space museum.

New Lincoln Pilots Campground

By: *Jim Greil – Airports / Airways Bureau Chief*

The MDT Aeronautics Division recently completed installing a new public use pilot campground area at the Lincoln Airport. The Lincoln Airport is one of 15 airports owned or operated by the MDT Aeronautics Division. As many of you may recall, we completed a nearly 2 million dollar rehabilitation of the old airport just a couple years ago. That project shifted the entire runway to the North, lengthened the runway, added many new hangar spaces and made many other general improvements to the airport. Along with the project, our Division acquired some needed right of way adjacent to the airport which happens to border the Blackfoot river. Plans were drawn up to incorporate several pilot accessible campgrounds on that property near the Blackfoot river. Max Murphy and Jim Greil of the MDT Aeronautics Division spent a final couple of days in mid May completing the improvements that would allow the campground to open.

Improvements that were made for the pilots campground include a light aircraft turf tiedown area, a couple of pedestrian pilot walk thru gates to the camping area, a brand new restroom facility and the development of 4 improved camping sites and a large common area. Each of the 4 camping sites have been cleared of most brush and undergrowth, have had concrete combination grill/fire pits installed and picnic tables added. There has also been a considerable amount of firewood stacked as well. The common area also includes a large, deep well fire pit and two picnic tables. Garbage collection areas were also established. If that wasn't enough, the airport also has several mountain bikes and helmets available for pilots to use to get from one place to another in town.

Although the campground is open, we still have several additional improvements planned. In the near future, we will be installing a lean-to type shelter near the common area, additional turf tie down amenities and the development of a few more fixed campsites. Please remember that when using



Max Murphy



Jim Greil



The campground is ready for pilots to enjoy with more improvements planned in the near future.

the facility to please follow some simple precautions; please tail wheel your aircraft back to the fence in the tie down area to allow room for other aircraft to taxi by yours when parked; please place all trash in the dumpsters provided; please do not bike, walk or cross anywhere near the runway and please be careful to make sure all fires are dead out when leaving your campsite. We look forward to seeing you in Lincoln this summer!

Emergency Maneuver Training Comes to Idaho this Summer

Master Aerobatic Instructor and spin training expert Rich Stowell recently announced plans to base from Cascade Airport ([U70](#)) starting this summer. Located 35 miles south of McCall, Idaho, the setting is reminiscent of the practice area east of Santa Paula Airport ([SZP](#)) where Stowell has spent most of his time since 1987.

According to Stowell, “My wife and I fell in love with Idaho during an aviation-related trip in 2002.” He added, “We’ve spent the last few years building a house, procuring a Super Decathlon, and securing a hangar. Everything is now in place.” When asked how this affects his twenty-two-year relationship with [CP Aviation](#), he said, “I’m not leaving CP Aviation; I’m just branching out to a summer location. CP Aviation is home when I’m in California.” As has always been the case, CP Aviation maintains several instructors on staff who are qualified to teach Stowell’s EMT Program, including the country’s first (and only) female Master Aerobatic Instructor, Judy Phelps.

For more information on the EMT Program, as well as Cascade and Santa Paula Airports, visit www.richstowell.com or <http://www.cpaviation.com>.

Enrollment is Open for EAA’s Women Soar

Young women in grades 9-12 can enroll in EAA’s Women Soar You Soar 2009. This unique program, now in its fifth year, introduces more than 100 young women to more than 20 outstanding women - from engineers to fighter pilots - working in a variety of aviation and aerospace fields. The three-day event, July 26-28, 2009, includes activities such as flight simulation, workshops, career exploration, and mentor sessions - with an overall mission to engage, inspire, and educate young women to pursue their aviation dreams. Enrollment deadline is July 10, 2009, or until all spaces are filled. Find out more about Women Soar You Soar 2009 at www.airventure.org/womensoar or call 800-236-1025.

Clancy Students Visit Aeronautics

MDT Aeronautics Division hosted the 7th and 8th grade Clancy Science class. Clancy teacher Ted Polette teaches aviation concepts in his science classroom at the completion of the aviation unit, the students were treated to a flight day. Pilots, Bob Caldwell, Jeanne MacPherson, Mike Naegele and Lance Seaman from the EAA Chapter 344 provided young eagle flights to the students. Mike Rogan and Kelly Dimick of MDT Aeronautics lead the flight simulation instruction.



FLY CLEAR OF WILDFIRES

For your safety and the safety of our aerial firefighters.

Please...

Stay at least five nautical miles from the smoke.

Report suspicious smoke to the nearest flight service station.

Check NOTAM's prior to every flight!

- 1-800-WX BRIEF
- 1-800-992-7433

Restriction size may vary with every incident.

Even a single small smoke could already have firefighting aircraft on scene.

Use the National Interagency Airspace Information System at <http://airspace.nifc.gov> to view.

- Complete Graphical TFRs
- Fires, Nuclear Facilities, Stadiums, Laser
- Current FAA Charts
- Letter-size TFR Charts

Do not risk a midair.
Do not risk a violation.
Do not approach to investigate.



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June, 2009

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



Montana's Air Search & Rescue Successful Thanks to Volunteer Pilots



Volunteer pilots and observers are the core of the MDT Aeronautics' Divisions air search and rescue system. Kelly Kehler of Saint Xavier participated in the 2008 Mountain search pilot clinic and is now a volunteer with ELT direction finding equipment to help with searches in air search district # 9. Pictured, (l-r) Kelly Kehler shows Mike Rogan his OH58 Bell Helicopter at the Fort Smith Airport near Yellowtail Dam

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