



Aviation Education Program Held in Polson

By David J Hoerner, Safety & Education

The Blue Skies Aviation Program in Polson helps young school children learn about flying airplanes. The Lytton family started the program in memory of pilot Sparky Imeson.

The program consists of flight training on aerodynamics and incorporates art into each lesson. By the time the kids finish the program, they have a basic understanding of why and how an aircraft flies.

This program works because of all the local volunteers that give their time and money. During the month of March, Pam Lytton master minds the operation and spends hours working with the kids on aircraft drawings and design.

Lee Lytton and his boys, Wyatt and Willy help teach the kids about airplanes and how they fly. The month long program ends with a field trip to the airport where Trey and Tim Morgan teach about airplanes, preflight inspections and how to build wooden airplanes.

The MDT Aeronautics Division supports and participates in the program on the field trip day to the airport. I provided training on survival in the woods, survival equipment and emergency locator beacon tracking on the day of the field trip. The program ends with an awards program at the airport where the kids receive t-shirts, aviation wings and beautiful pictures painted by Pam of aircrafts in flight. Every child received an award.

The smiles on the faces of the kids tell the story of how much fun, excitement and knowledge they receive from this program. Hopefully it opens their young eyes and minds to endless opportunities.

A special thanks for a job well done to all the volunteers who make this program possible.



The lucky participants and volunteers that make this important program such a success!



Students line up to flight-test their air foils.

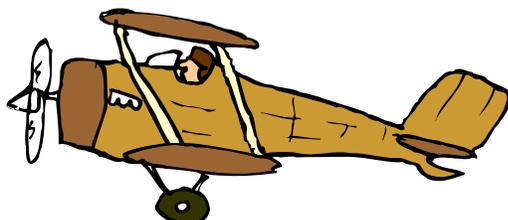
Administrator's Column

Good Luck Tony: Tony Bean, Yellowstone Airport Manager, has accepted the position of Airport Manager at the Pullman-Moscow Regional Airport in Pullman, Washington. Tony joined the Yellowstone Airport in the summer of 2006 and has been on the run since Day 1. His enthusiasm and can-do attitude will be missed by MDT Aeronautics and the Montana aviation community. Tony's commitment to the job and passion for the industry over the years has benefited the airport, the state, and the community of West Yellowstone. The communities of Pullman and Moscow will be fortunate to have Tony, and are looking forward to his drive and Mach 1 pace. Thanks for the work and the friendship, Tony. Best wishes to you, your wife Tracy and daughter Ronni.

Flooding: With major flooding occurring in areas of the state the MDT Aeronautics Division is asking airports and the aviation community to inform us of any flood-related information or impacts to airports or aviation activity. We would also like to hear how aviation is being used to assist in flood recovery efforts. From past flooding events, we know aviation activity generally remains unaffected by flooding. However, aviation services are also often used during and after flooding to conduct important aerial surveillance, news reporting, transportation of people and supplies for flood assistance, search and rescue, and law enforcement activity. Help us document any impact flooding may have on aviation in Montana.

More Weather Cameras: In an ongoing effort to improve aviation safety in Alaska, the FAA has activated its 150th weather camera. Aviation cameras are positioned to view sky conditions around airports, air routes, and mountain passes and to provide pilots with critical weather information to help them determine whether it is safe to fly. "Real-time pictures of current weather conditions from weather cameras are helping pilots in Alaska make better choices every day about when and where it's safe to fly," says U.S. Transportation Secretary Ray LaHood. The FAA started the Alaskan Aviation Camera Program in 1999 after determining that pilots operating under Visual Flight Rules would benefit from actual views of current weather conditions. Camera images are updated every 10 minutes and are disseminated to the public through the FAA's aviation camera website. Check it out at: <http://avcams.faa.gov/>. This is a great safety tool that Montana pilots could benefit from, and we hope the FAA will consider us for the next phase of the program.

Pilots Go Green: In a move to enhance flight safety and reduce its impact on the environment, Alaska Airlines will distribute iPads to all pilots, replacing the 25 pounds of required paper flight manuals. The electronic flight bags will be issued to all the carriers pilots following a successful trial by 100 line and instructor pilots in conjunction with the Air Line Pilots Association this past winter and spring. The airline is also exploring the possibility of moving to electronic navigation charts on the iPad. Together, these two initiatives, which Alaska Airlines is calling "Bye, Bye Flight Bag," could produce an estimated savings of 2.4 million pieces of paper. It expects project costs to be offset by "lower paper, printing, and distribution expenses and reduced fuel consumption as some weight is removed from the aircraft."



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Calendar of Events

June 18-19 - Twin Bridges Father's Day Fly-In, Young Eagle rides, aerobatics, static display, games for pilots, BBQ dinner, pancake breakfast, skydiving, and more. For more information visit www.rubyvalleyaviation.com or email kendra@rubyvalleyaviation.com phone (406) 684-5335.

June 18-19 – Fort Peck Airport Fly-In. Valley Hangar is hosting a Steak Fly Saturday evening June 18; please RSVP for the steak fly. On Sunday Frank Bass/Father's Day Fly In and breakfast, 8:00 a.m. to 11:00 a.m. For further information contact Lanny Hanson (406) 228-3535 or Prairie Aviation (406) 228-4023.

June 21-22 – Aviation Career Academy for students in 6th, 7th and 8th grade. ACE Camp is full so we are no longer accepting registrations. For further information phone Dave Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

June 24-25 – Havre Airport Pilot Patio Party & Hangar Theatre the evening of June 24. On June 25 annual Fly-In Breakfast. Breakfast and rides start at 7 a.m. For further information contact Darren Huestis at (406) 945-1861 or email darren.huestis@nuwaveservices.com

June 25 – Plains Airport Fly In Breakfast. 8:00 a.m. to noon. For further information contact Randy Garrison at (406) 826-3605 or email printer@plainsmt.net

June 25-26 – Meadow Creek Annual Work Session. For further information phone (406) 444-2506.

June 29-July 1 – Bert Mooney Airport, Butte, Wings of Freedom Tour of the Boeing B-17 Flying Fortress, the Consolidated B-24 Liberator, and the North American P-51 Mustang. June 29 – 12:00 p.m. to 5:00 p.m., June 30 – 9:00 a.m. to 5:00 p.m. and July 1 from 9:00 a.m. to 12:00 p.m. Public is invited to walk through the insides of the B-17 and the B24. The suggested donation for a walk through tour is \$12/adults and \$6/children. Flight experiences also available for \$425 per person for a 30 minute flight. Lunch provided for pilots that fly in, Young Eagle flights. Dinner will be provided for MPA members that fly in on Friday at 5:00 p.m. on the south end of the GA field. For further information contact Rick Griffith (406) 494-3771.

July 4 – Townsend 4th of July Fiesta Fly In, 8:00 a.m. – 11:00 a.m. “we feed you, not fool you”. Contact Neil Salmi at (406) 266-5400 or neilsalmi@yahoo.com.

July 8-9 – Big Sky 150 Race Three Forks Airport, 160 nm closed course (SARL sanctioned). Looking for Experimental, Twins, War Birds, Cessnas, high performance aircraft, rockets, RVs to participate in the event. Also looking for volunteers to help with the event. For further information contact Cody Folkvord (406) 285-3006, Brian Carroll (406) 980-1193, or Kevin Danz (406) 431-8009.

July 9 – Del Bonita Hands Across the Border Annual Work Session. For further information phone (406) 444-2506.

July 9 - Ravalli County Airport Annual Heritage Day. Pancake Breakfast 7:00 a.m. – 10:00 a.m. \$5/adults \$3/kids. Free Young Eagle Flights, skydiving, remote controlled aircraft, helicopter rides, glider demonstration and static display. Contact Leland at Northstar Aviation (406) 363-6471.

July 14 – The Seeley Lake Aviation Foundation will be hosting breakfast for the Washington Air Tour participants and anyone else who would like to attend. Serving 8:00 a.m. to 10:00 a.m. Public welcome!

July 15-17 – Schafer Meadows Annual Work Session. For further information phone (406) 444-2506.

July 16 – Jim Bridger Days fly-in at the Bridger Airport. Pancake breakfast will be held at the airport. For further information contact Merrill Pfeifer at (406) 662-3319.

July 21-23 – Second Annual Aerobatics competition at Cut Bank Airport. Includes top aerobatic planes and pilots from the U.S. and Canada. Friday practice, Saturday competition and Sunday carry over in case of bad weather. For additional information contact the airport at (406) 873-8683 or go to www.cutbankairport.org

July 23 – The Gallatin Valley Hangar is hosting a poker run and pig roast from 9:00 a.m. to 2:00 p.m. (Bozeman, Three Forks, Townsend, Helena, White Sulphur Springs, Dillon, Twin Bridges, Ennis). Registration fee is \$10 per participant. For further information contact Robert Shropshire (406) 580-7773 or John Sackett (406) 579-2789.

July 24 – Good Ole' Days Huckleberry Pancake Breakfast and Young Eagle EAA Fly-In, St. Ignatius Airport; 8:00 a.m. to 12:00 p.m. Helicopter rides will be available for all ages. For further information call Mike Kuefler at (406) 544-2274.

August 4-6 – Montana Antique Airplane Association's Annual Fly In at Three Forks. Flour Bombing & Spot Landing. Free camping on the Airport. For further information call Ken Flikkema at (406) 580-6207; Bob Green at (406) 539-7830 or Tim Linn at (406) 451-5897.

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Calendar of Events, continued

August 6 – Ronan Pioneer Days. Ronan airport will hold an open house and will start with a \$5 pancake breakfast at 8:00 a.m. and Young Eagles airplane rides for kids between 8 & 17 years of age, with their parent or guardian approval, fly free. Helicopter rides will be available for all ages and Skydive Montana will be giving demonstrations of what it takes to become a skydiver. Tours of the airport and facilities will be conducted by local pilots and hanger owners. For further information, call Nels Jensen at (406) 644-2371 or Mauri Morin (406) 249-2250

August 13 – Superior Airport Fly In sponsored by Mineral County Chamber of Commerce and Mineral County Pilots Association. For further information phone Mary Jo Berry (406) 822-4800 or email spr4800@blackfoot.net.

August 13 – Big Timber Airport Fly In and Antique Car show. Hosted by the American Legion Auxiliary, unit 19. Pancake breakfast to be served starting at 7:00a.m. All aircraft and cars invited. Registration to start at 7:00 a.m. for the pilots and car owners. Random drawings for Pilot and Car owners only! Trophies to be awarded for top two airplanes and antique cars. For further information please contact Lucinda Klostermeier at (406) 930-1044, Norene Brown at (406) 930-0120 or Phyllis Bryan at (406) 930-1037. You can also e-mail: malinois@cablemt.net Pilots must bring their own tie downs.

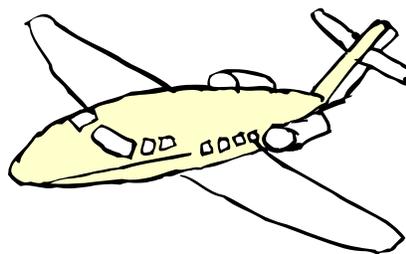
August 14 – Hysham Airport Fly In/Drive In Pancake Breakfast & Remote Control Airplane Show. Remote control show will start at 9:00 a.m., runway will be closed from 9:00 a.m. to 10:00 a.m.

August 19 – National Aviation Day. For further information go to <http://www.wright-brothers.org>.

August 19-21 – Tenth Annual Montana Fun Weekend Fly-in and Car Show. Fly-in Breakfast Saturday and Sunday. Bowling ball drops on Saturday before the drag races. Prize for direct hit is \$350.00. All aircraft and cars invited with \$100.00 awards for top three aircraft on display, and top five cars. For additional information contact the airport at (406) 873-8683 or go to www.cutbankairport.org

September 9-11 – Mountain Search Pilot Clinic, Helena. For further information phone Dave Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

September 10 – Polson Fly In, Chapter 1122 of the Experimental Aircraft Association (EAA) will be hosting a Fly-In at the Polson Airport (8S1) on Saturday, September 10. Admission is free. The festivities will begin with a breakfast of pancakes, ham and eggs for only \$5 starting at 8:00 a.m. There will be all sorts of aircraft on display, including float planes, homebuilt, experimental and antique aircraft. There will be raffle prizes, concessions, and airplane and helicopter rides. Drawings for free AV Gas for pilots who fly into the Fly-In. Camping is free. Kids can sign up for future Young Eagle rides. For additional information call Mauri Morin at (406) 249-2250



Hoerner's Corner

By David J. Hoerner, Safety & Education

The lifting action in a helicopter and an airplane are similar to a degree. The lifting action in both machines is created by airfoils. The difference is that the airplane moves forward to create lift and a helicopter's rotor moves around the mast to create lift.

Because the helicopter creates its own lift, it's possible to sit in one spot and still stay in the air.

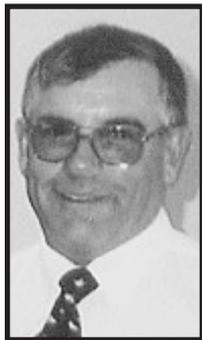
When hovering in ground effect or within one blade's length of the ground, the amount of air being forced down through the rotors creates a pillow effect. More air is being pushed down into the ground than can escape outward.

Because of this a helicopter can hover at higher altitudes when in ground effect than when up and out of ground effect. If you're doing high altitude landings and find that the helicopter wants to settle back toward the ground when hovering out of a tight LZ, empty the helicopter of some weight or wait for cooler temperatures.

Job Opportunity at Rocky Mountain College

Rocky Mountain College Aviation Program in Billings is looking for a full time Flight Simulator and Safety Program Manager. Responsibilities include overseeing all flight simulator and CRM training, leading the overall Safety Program at Flight Operations, and flying as a CFI. Required: Bachelor's degree, CFII, MEI, and CRM experience. 12 months of pay with two months off in the summer. Full time with benefits. Call (406) 657-1060 and visit www.rocky.edu.

In Memory



Michael R. Biggerstaff, 65 of Stanford, died Monday May 9, 2011 near Miles City, Montana of injuries sustained in an airplane crash. He was born December 18, 1945 in Lewistown Montana the son of A. Ronald and Mildred (Dunn) Biggerstaff. He attended elementary school in Lewistown and when he was in junior high his family moved to Denton where he graduated in 1964. He then attended Montana State University in Bozeman graduating with a BS in Mechanical Engineering in 1970. He put himself through college by crop dusting in Texas, Oklahoma and Wisconsin. While in college he entered the Air National Guard in Great Falls. On December 17, 1972 he was united in marriage to Connie Fulbright in Denton Montana. They began their married life together in Billings. He worked for his uncle using his degree in engineering but didn't want to sit in the office, he simply wanted to fly. While in Billings he also worked for Blood Services of Montana as a courier. They then moved to Belgrade where he worked for Newby Aviation where he was a flight instructor and a crop duster. In 1974, Mike and Connie bought an aerial applicator business which became known as Big B Flying. He began flying for New Frontier Aviation on BLM fire contracts and had been doing this for the past 8 years. He also worked for Youderian Construction for over 20 years in the off season. He was able to continue his love of crop spraying with Newton Aviation, in a business arrangement, after selling his beloved Weatherly to Don.

He enjoyed aviation, snowmobiling, NASCAR, mountain brookie trout fishing, hunting, music, reading and rodeo. He also enjoyed college football where he rooted for the MSU Bobcats. He enjoyed many trips to the Reno Air Races and Oshkosh Fly-In. Mike was a people person and loved to visit. His gentle spirit, quick wit, and sense of humor was contagious. He will be greatly missed. He was a man of faith. He valued integrity, honesty, hard work and education. A meticulous planner, his attention to detail and his intelligence made him a standout. He was really a dog person, but when he married Connie, he became a cat person too. He was a true pet lover. He was a very generous man and loved his family and many friends.

He was an active member with the Association of Montana Aerial Applicators and a former NAAA board member. He was a member of the Little Belt Snowmobile Club, NRA, and AOPA. Mike was bitten by the flying bug during his first flight over his childhood ranch north of Hilger in a Luscombe Silvaire piloted by his uncle Ed Biggerstaff. Building and flying model airplanes kept his fire going until he could start flying for real when he was a student at Montana State University with the Flying Bobcats. He quickly moved up the ladder after soloing in only 4 hours of total flight time. Soon after receiving his Private, Commercial, and Flight Instructor ratings he was immersed in commercial flying from that point on.

He is survived by his wife Connie of 38 years; his daughter, Brandi Pitt of Eden, WY; his son Brian of Philadelphia, PA; brothers Dan (Sherry) of Bozeman, MT; Ron (LouAnne) of Loma Linda, CA; sister, Ardis (Franc) Rice of Helena MT, 17 nieces and nephews, 30 grandnieces and nephews, his many friends and his beloved yellow lab retriever, Cassie. He was preceded in death by his parents, father and mother-in-law, Ralph and Dorothy Fulbright and sister-in-law Judy Fulbright. (Originally printed in Helena Independent Record, May 15, 2011).



Karen Salmi, a loving wife, mother, grandmother, sister, daughter, aunt and friend, passed away on May 25, 2011, after a courageous battle with cancer. She was born, Karen Sue Steeneck on Feb. 14, 1953, to Martin Steeneck and Julia Paszli Steeneck in South Bend, Ind.

In the summer of 1967, Karen and her family moved to Litchfield Park, Ariz., where she attended Agua Fria High School. Karen spent summers working in her father's machine shop business, Adapto Inc. Karen attended Arizona State University in Tempe, working toward an engineering degree, at which time she met the love of her life, Neil Salmi, an aeronautical engineer and former Navy fighter pilot. They married in 1974 and had three children, daughter Julia, followed by son Lyle and youngest son Eric. After moving to Paradise Valley, Ariz., Karen helped out where she could with running the Salmi family appliance business.

After selling the family business, Karen, Neil and their children moved to Park City, Utah. Karen enjoyed being involved in her children's lives serving as Brownie Troop Leader, swim team parent and on many school committees. Karen also cared for Neil's aging parents who came to live with them.

The family eventually moved to Columbus and then in 2003 Karen and Neil settled in Townsend, building an aviation community at the Townsend airport and ran Bueno Aviation. They created and graciously host the Fourth of July Fly-In every year. Karen and Neil also spent time traveling extensively, enjoying the freedom of flight in their private airplanes, exploring different areas and visiting friends. Karen was very involved in the Lutheran church and volunteered to organize numerous fundraisers for various causes. She was instrumental in procuring thousands of dollars for organizations in Townsend and Bozeman, as well as her church through Lutheran Thrivent Financial. Recently, as Karen lay in her hospital bed, she was planning her next fundraiser. She also enjoyed gardening, quilting, knitting and crafting a variety of beautiful stained glass creations. Karen was an incredibly giving and caring person who had a wonderful sense of humor with a beautiful smile and unforgettable laugh. She departed on Wednesday at a much higher altitude than we can here on earth and touched our lives with support, joy and laughter in everything she did. The community of Townsend and aviation, as well as all those who had the pleasure of knowing her will miss her dearly.

Karen was preceded in death by her parents and grandparents. She is survived by her husband Neil Salmi, daughter Julia Salmi, son Lyle (Shelly) Salmi and their children, Tiffany, Gage, Huck, Jett and Gabriell, son Eric (Luciana) Salmi, sister Marsha (Bill) Owen, as well as many aunts, uncles, cousins, nieces and a nephew. (Originally printed in Helena Independent Record, June 1, 2011.)

In a Time of Crisis

By David J. Hoerner, State SAR Coordinator

With a heavy heart and a sense of pride I write about the recent loss of a fellow pilot. As pilots we all know that when we fly there is a small chance that things can go wrong. Even though I didn't know Mike Biggerstaff personally, I have heard only praise and admiration for the man and his flying abilities.

The loss of this man to his family can't be overstated. Only time will soften the heart-felt pains, but the pain remains for eternity. The flying community has lost part of who we are, and we will always think of Mike and his accomplishments. When a call is made to MDT Aeronautics that a plane and pilot is missing, urgency is felt in the office. An overload of information must be scrutinized such as names, flight directions, flight plans, radar, phone calls, etc. The hope is that this information helps the searchers find the lost aircraft.

In this case, a series of cell phone hits from Mike's phone put us in the Miles City area. The weather was terrible, with low clouds and heavy rains. Search and Rescue coordinators are responsible and expected to make good decisions as to where to search and what pilots to use in the aerial search. It is known that a life could be saved or lost from the decisions that are made, and we will not put people in danger to look for a downed aircraft. It can be a fine line as to who you send out to search and what weather conditions they are sent out in.

Every pilot has a limit as to the flight conditions that he or she will fly in. Just because some pilots are out searching doesn't mean that all pilots should be out searching. The Coordinator must make sure that peer pressure isn't influencing lower-time pilots to fly when they shouldn't. In this case it would be wise to have the lower time pilot fly with a more experienced pilot as an observer.

During the beginning of this search the weather was poor over the whole two thirds of the state. Flying conditions were horrid with low ceilings, poor visibility, heavy rains and strong winds.

The last thing we want is to be searching for one of our volunteer pilots. Within minutes of receiving the call of the missing airplane, a call was made to Roger Meggers of Baker, Montana. The last few radar hits showed the plane close to the Montana/ North Dakota Border. Roger took off in a matter of minutes to listen for an ELT between Baker and the border to the east.

Lonnie Leslie, the district Search and Rescue coordinator in Miles City, had a handful of pilots and observers flying and checking out the lower elevation areas that were flyable. But, with the lower ceiling and the higher country out to the east it was impossible to fly airplanes.

The calls from volunteer pilots started coming in. All the pilots were put on standby as Lonnie had many local resources available that he was unable to use due to weather. A call from Charles Rogers offering a helicopter was welcomed and accepted.

Dallas and Tracy O'Connor offered to fly a high altitude flight overhead in the weather and listen for an ELT signal; they were given the OK. This type of flying is left totally to professional pilots.

I arrived in Miles City a few hours behind Charles in the Cessna 206. Lonnie Leslie, the district coordinator, had everyone lined out for a grid search when weather improved.

Dark was approaching fast, but Charles was ready in his Bell 206 Jet Ranger. The hot spots were prioritized and Charles, with his three volunteer observers, found the crash site thirty minutes later.

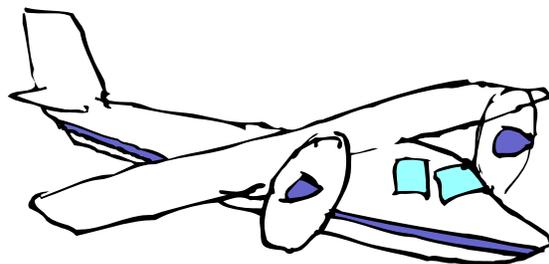
I have observed something unique about the human race. It is inevitable that with different personalities and kinds of backgrounds there can be conflict. But during a time of crisis, when others need help, people forget their problems and come to together for a common goal.

That goal is to first find the lost pilot alive and secondly, if that isn't possible, find the deceased pilot and bring closure for the family.

This is where I'm proud of pilots and observers who volunteer their equipment and time. During this search for Mike we had many people who stepped forward and volunteered. It would be hard to thank each of you that called to offer help. You know who you are and you are more than appreciated.

I want to thank the volunteers who were at Miles City and completed the job. Lonnie Leslie, Charles Rogers, Chad Cyrus, Dallas O'Connor, Tracy O'Connor, Dave Hartman, Darren Pluhar, Paul Grutkowski, Monte Reader, Randy Schwartz, Roger Meggers, Darin Meggers and Ross Hartman.

I'm proud and honored to thank you for your dedication and time and effort in bringing this search to a close.



Safety Alert

Meteorological Evaluation Towers (METs) are installed in remote or rural areas, just under 200 feet above ground level (AGL). These structures are portable, erected in a matter of hours, and constructed from a galvanized material that is difficult to see in most atmospheric conditions. Even more hazardous, the guy wires are nearly invisible.

The emphasis to discover sources of renewable energy in the United States has prompted industry to explore all means of power production. METs are erected to determine if a particular geographic area is a viable location for the installation of wind turbines. The data is usually gathered over the period of one year.

Requirements to file notice under FAR part 77 (so that they can be charted) do not apply to structures less than 200 feet AGL unless they're erected in close proximity to an airport environment. As a result, the FAA does not maintain a database of MET locations, nor does it conduct aeronautical studies to determine whether the particular structure would be hazardous to aviation. The MET's color, portability, remote location, and ability to be erected quickly presents an unknown hazard to all aircrews who operate in the low level environment. In March 2011, the NTSB issued a Safety Alert (SA-016) addressing the hazards associated with Meteorological Evaluation Towers. The Safety Alert can be found at www.nts.gov/alerts/alerts.htm.

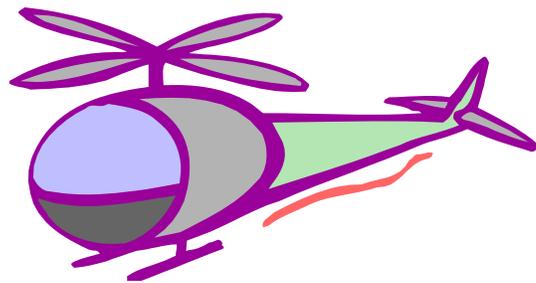
The FAA has issued a notice of proposed rulemaking (docket number FAA-2010-1326) to update Advisory Circular (AC) 70/7460-1K which recommended marking METs. However, compliance with an AC is voluntary and absent any regulatory requirement, *many METs will more than likely be constructed without notice to the aviation community and fail to be marked appropriately.*

- Key Points:**
- Towers generally range in height from 90 to 240 feet tall;
 - Any tower less than 200 feet in height is not required by regulation to be lighted;
 - Presently, there is no standardized notification system in place to indicate when and where these towers are erected.

On January 10, 2011 a Rockwell SR-2 impacted a 197' 8" MET while delivering seed. The pilot was killed and the aircraft destroyed. The accident occurred in daylight, under visual meteorological conditions. Witnesses stated they did not see the pilot perform any evasive maneuvers prior to impact which strongly suggests the pilot never saw the tower or guy wires.

If you're operating below 500 ft AGL, a vigilant scan and reconnaissance of the operating area is required in order to see and avoid all towers and other obstructions. If you notice any obstacles that are not annotated on your local hazards map, take note of their location, add it to the map, and be sure to communicate the information to others. If the obstacle is unlighted and you feel it should be, contact your state or regional aviation manager.

Dale Guenther (R6-FS, Fire & Aviation Management System Analyst and primary POC for the National Geospatial-Intelligence Agency), John Selkirk (BLM, NM State Aviation Manager) and Al Sandoval (BLM, NM Fire GIS Specialist) have been gathering data on FAA and DoD hazard and flight restrictions, including wind turbine generators and MET tower locations, in their region and nationwide. Give them a call if you have any questions on how to find towers in your area. Their phone numbers are: Dale Guenther: (503) 808-2188; Al Sandoval: (505) 438-7453; John Selkirk: (505) 438-7431.



Free Airport Courtesy Car Available!

Richard Hulla of Missoula has generously offered to donate a vehicle to an airport in need of a courtesy car. Richard has a 1983 full size 4WD GMC Blazer in good shape that he would donate to a worthy airport for use as a courtesy car. Richard has flown extensively throughout Montana, and has always appreciated the courtesy cars that were available for pilots use, and now he would like to help assist others in doing the same. If you know of an airport that could use this vehicle, Richard would like to talk to you. He can be reached at (406) 542-7770. He would prefer the vehicle to go to an airport that doesn't already have a courtesy car available.

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 1,950 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$760. This includes \$480 for postage.

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Arlington Fly-In Announces Flight Training Scholarship

The Arlington Fly-In is presenting a scholarship this year as part of the annual and 3rd largest fly-in of its kind in the USA. The scholarship will be awarded to a young person who wants to learn to fly and who will use those skills to do good to the world.

Aviation organizations and individuals are being asked to make donations to the scholarship to increase the amount; currently at \$3,500. The final amount will be announced at the event on Saturday, July 9, 2011 when the winner is also presented with their award. Donors will have the option of anonymity or to be recognized publicly.

“The collective aviation community hopes to create an annual scholarship that will be given each year to a ‘new’ student pilot. This is a great venue for pilots and flying organizations to share the love of flying, and to promote using aviation for doing good.” Says coordinator Travis Brandt. “That is how the winner is selected.”

Applicants must be 16 years or older and a US or Canadian citizen. They must submit a written essay of 1,000 words titled “Why I Want to Be A Pilot.” The scholarship will be awarded on two merits; who best articulates how they will use their flying skills to ‘do good to the world’ and, how well they perform in a panel interview of five diverse and veteran pilots chosen for the occasion. The interviews will convene on Saturday morning and the winner will be selected immediately after the interviews are complete. The public announcement of the winner will be just as the air show starts on Saturday. Deadline for submissions is midnight July 1, 2011.

Fisher Communications through Dean Snyder in Portland, OR has graciously offered to promote this scholarship through the various media outlets in their organization. Applications are being taken online at: <http://www.komonews.com/about/events/122515189.html>

The Arlington Fly-In is an event that brings the aviation community together in a social way and provides access to aviation for newcomers. It all started as a civil war of sorts between the Canadian Abbotsford, BC Air show in about 1969 and US pilots who frequently flew up to it. For some reason, the US pilots stopped short, just south of the Canadian border, and encamped. Now, it’s a family friendly aviation event with camping, flying, air shows, concerts, and seminars allowing people to get up close and personal to the airplanes and experience the thrill of flying.

If you would like more information concerning this topic, please contact Scholarship Coordinator Travis Brandt at travis.brandt@rocketmail.com or (206) 714-0029.