



Racicot Signs Aviation Fuel Tax Legislation

The legislative proposal to increase the aviation fuel tax by 1 cent per gallon was successful after being amended and travelling an interesting road throughout its process. Senate Bill 205 was requested by the Aviation Organizations of Montana (AOM) and introduced by Senator Walt McNutt of Sidney and carried by Representative Bob Pavlovich of Butte in the House. More than 35 members of the House and Senate co-sponsored the bill.

The original proposal requested a 1 cent per gallon increase to all aviation users in the state. Of the 1 cent collected from the scheduled passenger carrying airlines, 50% of that amount or approximately \$75,000 will be placed in a special grant account to be used for pavement preservation on the airports served by these airlines. The Aeronautics Board has authority over this money and will be setting policy and procedures for distribution of the grant funds.

The bill began in the Senate Taxation Committee and left the committee in its original form. On the Senate floor the bill was amended to exclude from the 1 cent increase any jet fuel sold by a Montana refinery or distributor to the Federal Defense Fuel Supply Center.

After a very intense lobby by the Aviation Organizations of Montana Fuel Tax Task Force, the bill was returned to its original form as it departed the House Taxation Committee. On the House floor the bill was once again amended to exclude jet fuel sold by a Montana refinery to the Defense Fuel Supply Center from not only the new 1 cent tax but also the 1945 original 1 cent tax currently being collected.

A conference committee with representatives from both the Senate and House was appointed. The bill left the conference committee with the Montana refinery jet fuel being exempt from the new 1 cent increase. The bill was concurred with in the Senate as recommended by the conference committee. In a close vote, the bill was killed on the House floor with three days left in the session.

Senator McNutt weighed all options and in a last ditch effort to save the bill moved for the Senate to reconsider its action on the bill, dismiss the conference committee report and accept the bill with the House amendments. On the day before the session ended, Senate Bill 205 was approved with all jet fuel sold by a Montana refinery or distributor to the Defense Fuel Supply Center exempt from any state aviation fuel tax.

The legislation will take effect July 1, 1999. When the KC-135 Air Refueling Wing was transferred from Malmstrom AFB to McDill AFB in Florida the Aeronautics Division lost approximately 25% of its revenue and has been operating at a drastically reduced level suffering program reductions and eliminations. This new income will allow the Division to reinstate programs and services that have been eliminated over the past years and operate once again on a balanced budget.

The Aeronautics Division staff is looking forward to providing an expanded level of service to the Montana Aviation community and thanks the many supporters of Montana aviation for their hard work and support during the session.



Pictured at the bill signing ceremony with Governor Racicot are: John Rabenberg, Senator Walt McNutt, Debbie Alke, Jack Gillespie, Bob Gilbert and John Maxness.

Administrator's Column

THANK YOU: On behalf of the Aeronautics Board and Division I would like to thank all of the aviation organizations, individuals, legislators, Department of Transportation and Governor Racicot for supporting the Aviation Organizations of Montana's (AOM's) Senate Bill 205 to increase the Aeronautics Divisions funding by 1 cent per gallon aviation fuel tax. Since its creation in 1945 the Aeronautics Division has been funded by 1 cent per gallon aviation fuel tax. Many people spent a great deal of time contacting their Legislators and traveling to Helena to testify at the hearings. I would especially like to recognize Senator Walt McNutt who was the chief sponsor of SB-205; Representative Bob Pavlovich who carried the bill in the House; Bob Lipscomb Chairman of the AOM Aviation Fuel Tax Task Force; Ron Mercer, Chairman of the Aeronautics Board and Bob Gilbert, Lobbyist for AOM. My thanks also go out to John Rabenberg, Aeronautics Board member and Chairman of the Governors Essential Air Service Task Force; Jack Gillespie, President of the Montana Pilots Association; and John Maxness, representative of the Montana Aviation Trades Association who, in addition to testifying, spent several hours on many days in the Capitol lobbying legislators. I also wish to thank Debbie Alke of the Aeronautics Division for the countless hours spent preparing unexpected budget amendments and other special reports and back up information (with little, if any, prior notice) for the Legislators and Lobbyists and for testifying before Legislative committees. I know so many more of you also helped in your own special way and I thank you as well. **AGAIN, ON BEHALF OF THE AERONAUTICS BOARD AND DIVISION WE THANK YOU.** ➔

CORRECTION: It has been brought to my attention that I made an error in my last months article "NATA Petitions For Changes To Weather Requirements" regarding the AWOS. I mistakenly stated that "Only AWOS-1, the most sophisticated unit is automatically considered "approved" for the purposes of 135.213. It should read "AWOS-III". Sorry! ➔

NATIONAL PARK OVERFLIGHT RESTRICTIONS: The United States Air Tour Association (USATA) which has been opposing the National Park Service (NPS) overflight restrictions voices concern over the new proposed noise and operating restrictions on air tour operators. The USATA has admonished all of the national aviation organizations that these new rules could affect all segments of the aviation industry. Steve Bassett, USATA President stated "the Park Service is floating a trial balloon of their intentions to redefine the parameters of natural quiet and substantial restoration of natural quiet to an impossible threshold of noticeability of about 8 dB below natural ambient sound." Bassett warned the new noise

threshold "will shut down all aircraft flying over the Grand Canyon and will establish an untenable precedent for all other public lands for any aircraft which breaks that level of "noticeability." He said acoustic experts hired by USATA said general aviation aircraft, air tour planes, regional airliners and commercial transports "will all be required to remain well away from the park in order to avoid breaking the arbitrarily imposed noise threshold. As an example, a Boeing 727 would be required to remain 23 – 123 miles away from the park, depending on the aircraft's altitude. A "quiet" MD-80 would have to remain between 15 – 44 miles away from the park." Bassett said "perhaps even more important, this is clearly de facto airspace regulation by the National Park Service. By being able to set such arbitrary and unreasonable noise limits on the ground, the Park Service has found a back door approach to regulating aircraft and airspace." The NPS proposal recently came under fire from U.S. Representative James Hansen (R-UT) stating that the new standard "will have significant and severe, negative impact on the air tour industry." Hansen, Chairman of the House Subcommittee on National Parks and Public Lands postponed a March 25th hearing on the new National Park Service restrictions on aircraft noise at Grand Canyon National Park and asked NPS for a two-month extension of the March 20 comment deadline on the controversial proposal. Rep. Hansen wrote a letter to NPS Director Robert Stanton and noted that regulation of air tour flights over Grand Canyon National Park "is a divisive and highly contentious issue." Hansen said he received many complaints from constituents that when implemented, "this new (noise measurement) methodology spells the end of their business operations. In view of the importance of air tour industry at the Grand Canyon, coupled with the major negative effects the new methodology will have on this industry, it is appropriate that more time be afforded in commenting on this public notice." ➔

UNBELIEVABLE RUMOR: I recently read in a publication where the FAA is laying new groundwork for USER FEES. The Administration is calling for the creation of a combined airman certificate and credit card to streamline the FAA's collection of user fees. In the fine print of the FAA's reauthorization proposal is language which proposes that all airman certificate numbers would be changed to include 16 digits and would become a compulsory data element on VFR and IFR flight plans. Also the proposal is to modify the N numbers painted on the sides of civil aircraft by the addition of an 8 inch high machine-readable bar code. Engineers at the FAA Technical Center say that the new identification markings will facilitate laser scanning at distances of up to five nautical miles. **CAN YOU BELIEVE THIS????** Well, I do! However, I am surprised that they didn't also propose to make VFR flight plan's mandatory to assure the FAA gets every last penny out of us before general aviation just "folds its wings". ➔



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Yellowstone Airport: 1999 Update

By: *Redge Meierhenry*
Airport/Airways Bureau

The Yellowstone Airport will officially open June 1 with Skywest Airlines providing direct scheduled airline service to Salt Lake City. There will be three round trips daily with Embraer EMB-120 aircraft. These are 30 seat turboprops. The Unicom frequency changed in 1998 from 128.00 to 123.0 which also activates the approach light system and the High Intensity Runway Edge Light System.

When you arrive at the airport, Avis, and Budget Rent-A-Car agencies will provide you with a large selection of vehicles for your use to visit Yellowstone National Park, Grizzly Discovery Center, IMAX and other attractions in and around the park. Yellowstone Aviation provides Exxon fuels, tie downs, etc. for your aircraft. In the terminal building, Doris' Café serves beer and wine with their meals so be sure to stop in when visiting. The café has an excellent Mexican menu.

Available next to the ramp is our free pilot campground featuring running water, fireplaces, picnic tables and a hot shower facility. Free firewood is also provided for the friendly campfire circle.

This year the airport is excited to host the 13th Annual Family Fly-In and Aviation Safety Conference. This event will be particularly special this year because the EAA Trade Show will be featured at this year's Fly-In. Kit plane manufacturers and vendors of all types of aviation products will be participating at the trade show to be held at the Holiday Inn Conference Center. West Yellowstone was the birthplace of the Fly-In which was originally held in the same location in July of 1987. Flying activities will take place at the airport and transportation will be provided to the Holiday Inn Conference Center for seminars. Mark your calendars now, and plan to attend this unique event. Judging by preliminary response, we will have our largest crowd ever. You may be one of the many individuals who will have the opportunity to win a GPS or one of the any other door prizes!

Our airport can handle anything from a single seat homebuilt to a Boeing 737. We're sure you'll fit in somewhere, so see you at the airport.

Phone numbers that may help your visit: Skywest Airlines 646-7351; Yellowstone Aviation 646-7359; Budget Rent-A-Car 646-7735; Avis Rent-A-Car 646-7625; Doris' Café 646-9533.

TOP GUN FLIGHT CAMP

ATTENTION STUDENTS — GRADES 6-11

Come join the only camp of its kind in six states! Learn about federal flight and aviation. Campers will fly three lessons with certified flight instructors in a Cessna trainer aircraft and train in Rocky Mountain College's flight simulator.

Technical Advisor: Erik Anderson, M.A., is an Airline Transport Pilot and has directed this camp for seven years.

Instructor: Lon Saunders, former award-winning US Olympic Athlete and coach, received his private pilot and instrument rating
Cost: \$460 includes official flight cap, lunch, all flights, simulations, and materials.

Residential camp \$575 includes official flight cap, all flights, simulation, materials, lodging, meals, and supervision.

Course # 5600.941

June 21 – 25, Mon. – Fri.
8:30am - 4:00pm
Rocky Hall Aviation Classroom
Billings, Montana

For further information call Erik Anderson at (406)259-5294.

SIXTH ANNUAL EAA INTERNATIONAL YOUNG EAGLES DAY

Young people around the world will again have the opportunity to "take to the air" on Saturday, June 12, as the EAA Aviation Foundation hosts its sixth annual International Young Eagles Day. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to the world of flight in a single day.

The Young Eagles Program was launched during the 1992 EAA Fly-In Convention at Oshkosh, WI. Its goal is to provide one million young people with a free demonstration airplane ride by the year 2003- the 100th anniversary of powered flight and the 50th anniversary of the Experimental Aircraft Association (EAA).

More than 460,000 young people and 22,000 volunteer pilots have already participated in the program. Those pilots have helped kids gain a new perspective on the world in which they live and the role aviation plays in their everyday lives. The pilots have also become "aviation mentors" and shared their knowledge and experience with a new generation of aviation enthusiasts. The program also brings families out to local airports where they discover the resource an airport is to a community.

The Young Eagles Logbook, other information and a schedule of events can be accessed through the Young Eagles World Wide Web site (www.youneagles.org).

Calendar

June 4 – 6 – Benchmark Annual Work Session.

June 5 – 9th Annual AOPA fly-in and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland

June 5 – Bozeman General Aviation Day. Static displays, Young Eagle Rides, pancake breakfast, lunch, 8:00 am – 3:00 pm. Call John McKenna 587-4746.

June 5 – 6 - USAF Evaluated CAP Search & Rescue Training Exercise, Miles City Airport 888-454-3287 for info.

June 9 – 13 – Montana Antique Airplane Association Air Tour, registration required. Call Wanda or Allen Rickman 328-4375.

June 19 – 20 – "Mountain Madness 99" Airshow, Glacier Park International Airport, Kalispell. The Blue Angels, Wayne Handley, The Pietsch Brothers, balloons, parachuting, gliders, warbirds and many static displays. Call (800)543-3205 or (800)843-6114. Gib Bissell, Airshow Operations Officer. Temporary tower frequency 124.55; ground 121.6.

June 20 – Beacon Star Father's Day Fly-in with Frank's poorboy sourdough pancake breakfast.

June 26 – EAA Fly-in, Billings. Breakfast, Young Eagle Flights, BBQ.

June 26 – 27 – Fly-in Benefit for Pat Doyle, Turner.

July 9 – 11 – Staggerwing Fly-in. Barbecue Saturday night, pancake breakfast Sunday morning, Seeley Lake.

July 10 – Hamilton Open House and Pancake Breakfast. Call Warren Woolley 363-0874 for info.

July 16 – 18 – Schafer Meadows Annual Work Session.

July 16 - 18 - CAP Search & Rescue Training Exercise, Gallatin Field Airport 888-454-3287 for info.

July 16 – 18 – Miles City Fly-in and Antique Show.

July 16 – 18 – EAA Family Fly-in and trade show, West Yellowstone Airport.

July 28 – August 3 – EAA AirVenture Fly-in and Convention, Oshkosh, WI.

August 2 – 6 – CAP'S Aerospace Challenge For Youth, Missoula 888-454-3287 for info.

August 5 – 8 – MAAA Fly-in, Pogreba Field, Three Forks.

August 6 – 8 - Montana CAP State Conference, Missoula 888-454-3287 for info.

August 6 – 8 – Sixth Annual Splash In – Fly In, Stillwater Landing.

August 27 – 28 - CAP Search & Rescue Training Exercise, Kalispell, 888-454-3287 for info.

September 17 – 19 – Mountain Search Pilot Clinic, Kalispell.

September 24 – 26 – Montana Pilots Association Fall Fly-in, Great Falls.

October 21 – 23 – AOPA Expo'99, Atlantic City, NJ.

Flight Physics Is Winner Of Flight Research Project Award

Flight Physics, a Billings aviation physics research and consulting firm, is a winner in the Flight Research Project Award competition for 1999. John T. Lowry, Ph. D., principal scientist at Flight Physics, recently received notice of the award from the award sponsor, the American Institute of Aeronautics and Astronautics (AIAA), Pacific Northwest Section, based in Seattle, Washington.

The winning project proposal is "A General Propeller Chart for General Aviation Aircraft" and involves flight tests and calculations to check validity of the Chart developed by Flight Physics. "General aviation" aircraft are those smaller airplanes used for personal or small business travel and for charter operations. The General Propeller Chart has the potential for speeding up calculation, by a factor of ten, of how the airplanes perform at various conditions of weight, altitude, air speed, and power.

Work on the project will be split between Billings and Seattle. Douglas E. Chappelle, a Boeing engineer (and winner of AIAA's first ever national Young Engineer of the Year award, in 1995), will do the flight tests and data collection. Dr. Lowry is principal investigator on the project. He will per-

fect the experimental design and perform statistical data analysis. The team will also be using a new method for calibrating air speed indicators. This method uses global positioning satellite (GPS) systems at altitude; it was developed by Dr. Lowry in 1995 and is an advance towards simplicity, safety, and accuracy in what was previously a time-consuming and errorprone task.

Test equipment and instruments needed for the General Propeller Chart project are on order. The project is scheduled for completion in July. Project results will be published by the Northwest Section of AIAA in a Flight Research Project Annual Report at year's end. Dr. Lowry is originator of the Bootstrap Approach to predicting propeller aircraft performance and is author of the book Performance of Light Aircraft to be published by AIAA Press this August.

"Since 93% of all U.S. aircraft accidents involve the smaller (general aviation) airplanes," said Dr. Lowry, "new tools that increase pilots' knowledge of those airplanes' capabilities-and their limitations-are badly needed." Congratulations to John and Flight Physics!

NATIONAL AERONAUTIC ASSOCIATION

The National Aeronautic Association announced its annual list of the "Ten Most Memorable Record Flights," selected from more than 125 aviation world records set in the United States during 1998. NAA's selections for the "Top Ten" record flights of 1998 are:

- ✈ Remaining aloft for 14 hours and 9 minutes, the Fuji blimp set a record for "Duration" as it provided television coverage of the U.S. Open tennis Tournament in New York on September 6. The Fuji Blimp, and airship Industries Skyship 600, was manned by James Gross, John McHugh, Kenneth Petschow, and Mark Pinsky.
- ✈ 246 skydivers, jumping out of 12 aircraft, joined together in formation during freefall over Ottawa, Illinois, on July 26. This earned the team a record for "Largest Formation."
- ✈ Piloting a piston-engine radio controlled model airplane a distance of 808 miles over a racetrack course in Hagerstown, Maryland, Maynard S. Hill achieved a record for "Distance in a Closed Circuit." This record was set August 3.
- ✈ A flight of 179 miles in a Firebird Cult paraglider earned Will Gadd a record for "Straight Distance" on May 30. The flight was made from Hobbs, New Mexico to Brice, Texas.
- ✈ Flying a Bright Star Millennium, a rigid wing hang glider, Ramy Yanetz flew a distance of 251 miles, from Hobbs, New Mexico to Texline, Texas. This record for "Straight Distance" was set July 4.
- ✈ United Airlines Captain R. Z. Blue and First Officer Edward R Mieloch flew their Boeing 747-400 on a regularly scheduled commercial flight from Taipei, Taiwan, to San Francisco, California, in 9 hours, 15 minutes, at a speed of 698 mph. This record for "Speed Over a Commercial air Route" was set November 19.
- ✈ Piloting a homebuilt Dominator Autogyro to a height of 24,463 feet earned Bill Clem a record for "Altitude without Payload." This record was set April 17 over Wauchula, Florida.
- ✈ Flying a Woodstock 1 ultralight glider, Gary Osoba flew 315 miles, from Hutchison, Kansas, to Bonham, Texas, on April 21. This flight earned Mr. Osoba a record for "Distance."
- ✈ At the controls of the Lockheed Martin ER-2, a NASA variant of the U-2, pilot James Barrilleaux held an altitude of 67,188 feet over Edwards Air Force Base in California. This record for "Altitude in Horizontal Flight" was set November 19.
- ✈ Steve Fossett departed Mendoza, Argentina, on August 7, and flew his Rozier balloon "Solo Spirit" eastbound across the Southern Hemisphere. He covered 14,235 miles, earning a record for "Distance," before being brought down by a thunderstorm off the east coast of Australia on August 16.

NCASE



Harriet Quimby and Pete Feltz (CAP) meet at NCASE to discuss Harriet's English Channel Flight on April 16, 1912.

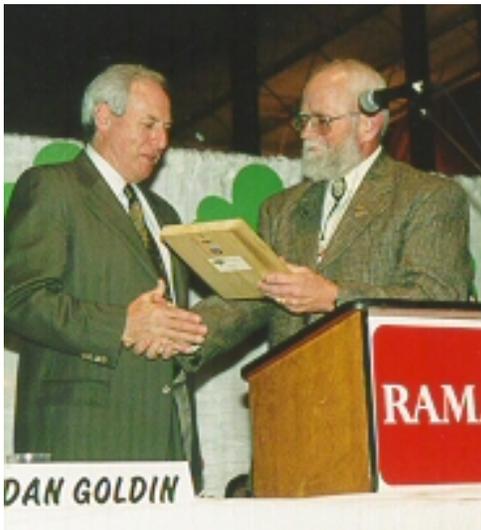
The Civil Air Patrol's National Congress on Aviation and Space Education (NCASE) offers educators from across the nation a unique opportunity to participate in lectures and teaching workshops all related to aviation and aerospace education.

NCASE was held April 7-10 in Orlando, Florida. The National Association of State Aviation Officials (NASAO) participate each year by conducting a booth in the display area. The booth featured a variety of hands-on and interactive activities and was staffed by state aviation education representatives.

Conference attendees were fortunate to have a return visit from Cal Rodgers (portrayed by Gordon Hoff, MN) the first person to fly coast-to-coast and the first woman to hold a pilot's license, Harriet Quimby (portrayed by Jeanne Lesnik). Their interpretation of these fascinating characters of aviation history, along with their wonderful interaction with conference attendees brought the important role of two aviation pioneers to life and provided a fun way of teaching and learning history.



Still More 1999 Aviation Conference



NASA Administrator Dan Goldin spoke of an enthusiastic vision for the future of general aviation. Bob Lipscomb, Vice Chairman of the Aviation Organizations of Montana (AOM) presents Mr. Goldin with a small token of appreciation for attending the conference.



The Montana Aeronautics Board conducted an informal question and answer session and abbreviated board meeting. Board members (LtoR) Will Metz; JoAnn Eisenaimer, Byron Bayers, Ron Mercer, John Rabenberg, Craig Denney, Doug Freeman and Fred Booth listen to discussion from Redge Meierhenry.



Left, Vicki Lovell, Port Director, US Customs Office at Butte, briefs conference attendees on Your First Time Through Customs. Above, Steve Vold, Aerotronics has Jerry Wortley of AirSure spellbound with one of those stories or jokes that only Steve can tell! Right, Senator Conrad Burns accompanied NASA Administrator Dan Goldin to Butte and gave an update on aviation issues at the national level. Thanks to Senator Burns for taking time out of his hectic schedule to be with us.



Left, Sharon Peterson brought greetings from Senator Max Baucus who was instrumental in securing Dan Goldin for the banquet speaker. Aviation professionals from many different careers spoke to educators and students at the Careers in Aviation program. Pictured are Paddy Shea, Assistant Manager of the Bert Mooney Airport at Butte; Jolene Warner, Station Manager for Skywest Airlines; Lance Lubick, Assistant Station Manager for Skwest Airlines and Bill Truax, retired Frontier Airline Captain from Ferndale.



1998 NALL REPORT DETAILS GENERAL AVIATION SAFETY TRENDS

Recently released National Transportation Safety Board statistics show that 1998 was the safest year yet for General Aviation.

The AOPA Air Safety Foundation's 1998 Nall Report, a comprehensive examination of all accidents in 1997 involving fixed-wing GA aircraft under 12,500 pounds, documents areas of persistent safety problems. More than 85% of 1997 accident data was final by the time of publication.

As in previous years, the leading causes of 1997 fatalities were continued VFR flight into instrument conditions and low-level maneuvering flight. These 'accidents' should more properly be called 'judgment failures.'"

VFR Into IMC Remains a Major Safety Problem: In 1997, 74% of all accidents and 71% of fatal accidents resulted from pilot-related causes. Weather-related accidents comprised 19.5% of all fatal pilot-related accidents. According to the Nall Report, weather accidents were more likely to be fatal than accidents attributable to any other cause. VFR flight into instrument meteorological conditions(IMC) continued to be one of the most frequent causes of fatal accidents. More than 82% of fatal weather-related accidents involved VFR into IMC.➔

Maneuvering flight: The Nall Report also quantified that maneuvering flight in single-engine airplanes continues as one of the largest risk areas for fatal accidents. More than one-quarter of all fatal accidents involved maneuvering flight. And almost half of fatal maneuvering accidents occurred "during low, slow, flight." Some of these accidents happened during legitimate activities such as aerial application and banner towing, but 63.5% occurred during personal flights.➔

Pilot incapacitation: Seven GA accidents in 1997-0.4%- involved pilot incapacitation. Three accidents resulted from heart attack or stroke. Two were from carbon monoxide poisoning. Seventeen accidents were attributable to drug or alcohol abuse in 1997 – 1.0% of all fixed – wing GA accidents.

Mechanical Causes and Fuel management: Mechanical and maintenance issues accounted for 14.1% of all accidents. Fuel mis-management accounted for 10.3% of accidents; more than three accidents per week occurred because the pilot ran out of fuel (fuel exhaustion) or failed to get fuel from the tank to the engine(fuel starvation).➔

Business flying, flight instruction have better safety records: Business flying continued to enjoy a much better safety record than personal flying. Flights for business by people not paid as pilots accounted for 14.5% of all GA activity but only 3.8% of accidents. Personal flights comprised 41.8% of all GA flights but a sobering 63.9% of accidents. Flight instruction remained very safe, constituting 20.4% of flight hours but only 14.1% of accidents and only 5.7% of fatal accidents.➔

For a free copy of the report write: Nall Report, AOPA Air safety Foundation, 421 Aviation Way, Frederick, MD 21701. Enclose \$2.00 for handling and shipping. The 1998 Nall Report is also available on AOPA Online at www.aopa.org/asf.

AVIATION EDUCATION

Mountain Madness Airshow

The Blue Angels will be featured during an air show at Glacier Park International Airport on June 19-20. The Blue Angels will perform in an F-18 Hornet. Other performances include the F-15 Eagle fighter jet and the Harrier jump jet. The American Barnstormers will feature a wing walker on the legendary Stearman. Tim Weber will perform aerobatic stunts in his Russian Yak 55M and the popular Pietsch Brothers will entertain with their comedy aerobatic routine. The RamJet, billed as the "World's hottest jet truck" will race a jet plane. Many antique and homebuilt aircraft will be on display.

If flying to Kalispell for the air show plan to tie down at **Kalispell City Airport**. A free shuttle will be provided to and from the show site.

Glacier International Airport will be closed to all flights from 1100-1700 on June 19 - 20. A temporary control tower will be active at Glacier from June 17-20 between 9am and 6pm, temporary tower frequency is 124.55 and ground is 121.6. Camping will be allowed at Kalispell City Airport.

Two-day passes are \$20 for adults and \$10 for children under 12. One-day passes are \$12 for adults and \$6 for children under 12. Children under three will be admitted free. Discounts are available for adult tickets purchased before June 11. To purchase tickets, contact the Kalispell Chamber of Commerce at (406)758-2800 or at 15 Depot Park, Kalispell, MT 59901. An order form is available on the chamber's web site: www.kalispellchamber.com or via email: chamber@digisys.net.



Cub Scouts from Helena listen to ATIS in the Cessna 172 as a part of an aviation education program. During this time of year with the warmer weather and end of school quickly approaching many students have visited the Helena Airport to participate in a variety of aviation education programs offered by the Aeronautics Division.



**PATRICK DOYLE BENEFIT
JUNE 26 & 27, 1999
TURNER, MT**

AGENDA

SATURDAY, JUNE 26

B.B.Q. - Turner Fire Hall - 4:00 - 6:00 p.m.
AUCTION - Auction Of Donated Items - 5:00 - 9:00 p.m.
DANCE - Music by Double Dawg - Doyle Hangar - 9:00 p.m. - 1:00 a.m.
BRING A LAWN CHAIR

SUNDAY, JUNE 27

BREAKFAST - Turner Legion Hall - 8:00 a.m. - 12:00 p.m.
CHURCH SERVICES - Turner Park - Minister, Rowlie Hutton
FLY-IN - Turner Airport 10:00 a.m.

Various activities throughout the day, depending on weather.

Tentative activities: Flour Bombing, Rides, Spot Landing, Aerobatics Planes, etc.

The Big Flat 4-H Club will sell concessions at the airport throughout Sunday afternoon. School will be open to use gym for sleeping & bathrooms for showers. Bring sleeping bags, pillows, folding chairs. Bring tie downs for your planes.

MANY OTHER ACTIVITIES: Montana Country Poets & Pickers, Softball Games, Dunking Booth, Radio controlled Airplanes, Trap Shoot, Sky Divers, AND MUCH MORE!

Sleeping accommodations can be made by contacting:
Allen Billmeyer: 406-379-2633
Don Harmon: 406-379-2584
Don Harmon e mail: mshnshop@3rivers.net
Loren Wolery e mail: lmwolery@yahoo.com



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