RECEIVED NOV 1 7 2016 #1

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#4

THE History MUSEUM

November 16, 2016

Cascade County Board of Adjustment
Cascade County Planning Division Staff, Public Works Department
1214 4th Street North, Suite 2H
Great Falls, Mt. 59401

Re: Portage Solar project

Dear Board Members and Planning Division Staff,

I am writing on behalf of the Cascade County Historical Society dba The History Museum in support of our friends in history, the Portage Route Chapter of the National Lewis and Clark Trail Heritage Foundation, concerning their position in support of the Lewis and Clark Portage Solar farm project.

The Cascade County Historical Society believes this project will enhance Great Falls by providing clean energy, an increasing tax base and most importantly an expanded platform to educate people about our area's history.

We are particularly pleased that four historical panels discussing events of 1805, 1942, 1954 and the future will be constructed for public viewing. This promotion of our area's history is definitely needed and in the public interest.

The board of directors of the Cascade County Historical Society and I recommend you vote yes on this permit.

Sincerely,

Jim Meinert

Jim Meinert, Director

The Cascade County Historical Society

422 2nd Street South · Great Falls, MT 59405 · 406-452-3462
info@thehistorymuseum.org
www.thehistorymuseum.org

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#2

Solar- 4 Panels Nov 17, 2016

Public Hearing for the Zoning Board of Adjustment

In response to the July 18, 2016, PRC Resolution, Cypress Creek Renewables (CCR) replies to and supports the PRC resolution – specifically: #2-

> **"its unique name and location will expand public interest and education in the L&C story – which is a primary purpose the PRC "**

As an integral part of the construction of the Solar Farm, CCR will develop a Public Viewing and Educational Site (PVES) similar to PRC's L&C site at 700 40th Ave So. and certainly worthy of inclusion in the proposed and pending local "National Heritage Area." Although the PVES is integral to CCR's electric generation project it is a stand-alone local history/education generation program. CCR yields to PRC's judgement on program details and agrees with PRC that the site be located on 33rd Ave South near 13th St So, facing SSW containing at least these four PVES Panels:

#1- 1805: **OUR 1ST WRITTEN HISTORY** The L&C Corps of Discovery 18 mile arduous portage story -- and a map showing the location of the PRC/Undaunted Courage overlook site at 700 40th Ave So and #2, # 3 & #4 below.

#2- 1942: **UNPREPARED FOR WWII* Deep dirt ruts, the only remnants from the panic of big gravel trucks traveling 24/7 directly cross country, over roads, thru fences & back yards in the panic to suddenly construct the "East Base".

#3- 1954: **PREPARED FOR COLD WAR* Fatal crash of a USAF F-94 C – about 200 yards SSW of the PVES Panels and source of the 2 cliff crosses South of 40 Ave So.

#4- 2017: **PREPARING* The future of and explaining Solar Power

**Suggested theme of each panel*

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#6

November 17, 2016

To: Board of Adjustment
Cascade County Planning Division
121 4th Street N, #2H-21
Great Falls, MT 59401

Dear Mr. Chair and Board Members:

I am writing as citizen interested in the development of "green" and/or "alternative" electric generation in Cascade County and the City of Great Falls.

In previous testimony to this Board of Adjustment, held in July of this year in the Cascade County Commissioner chambers, I stated that I am in favor of the development of "green" and/or "alternative" electric generation as proposed by the landowners.

I also request that this written statement, or testimony, be added to my earlier oral statement.

For several decades I have visited the countryside in Europe, the Middle East, and Far East. I have always traveled by train and hiked in cities and country side. Professionally, I have been interested cultural, economic and political changes in many countries, and I have observed many changes of the economic changes. The development of "green" and/or "alternative" energy has brought many changes in a variety of countries.

I have taken the liberty to discuss both the Belgian and Dutch public transportation system rather than the examination of solar collectors placed on houses or industrial developments as proposed by the landowners. Even though I have included two photos, one taken in the City of Great Falls and the other of the hotel in downtown Missoula, I must point out that there is an increasing public awareness in Montana of installing solar collectors on houses and small industries.

Therefore the main point of my current testimony is that Montana as with the rest of the United States and other countries have gradually developing "green" and/or "alternative" electricity for local economic development.

Already homeowners in Montana can deduct 30% of their federal income taxes if they install solar collectors on their roofs or property. The other benefit is that it the installment of solar collectors will ad to the financial value of their homes. The photo of a German building with solar collectors is merely one of the many agricultural structures having solar collectors. The Dutch homeowner receives funding from the federal government and pays the loan back no higher than the monthly electricity charge.

In other cases, the public has also experienced the lowering of electricity costs when Holland this summer, July 1, 2016, operates its rail and bus transportation on "green" and/or "alternative"

energy. No longer electricity is obtained from coal or nuclear electric generation. Needless to state that this is a huge public cost saving. The train stations in Amsterdam and Utrecht process more than 500,000 passengers each day on international trains such as the Thalis and slower domestic lines.

The multiple lane highway system in Belgium has wind mills that generate electricity for traffic signals and trains. There is no need for a many miles long transmission line from the coal electric generation facility to its distribution location. Please note that on the right hand side of the freeway there are the fences guarding the tracks for high speed trains such as the Dutch Thalis.

The Board of Adjustment should be aware and certainly be cognizant of the fact that within a decade many solar collectors will be placed on roof tops of businesses and homes in our community. In addition, industrial development in Cascade County will be more and more dependent on "green" and/or "alternative" energy.

In short, there will be more and more applications similar to the two current proposals, and it will be more and more difficult to reach a negative decision.

Sincerely,

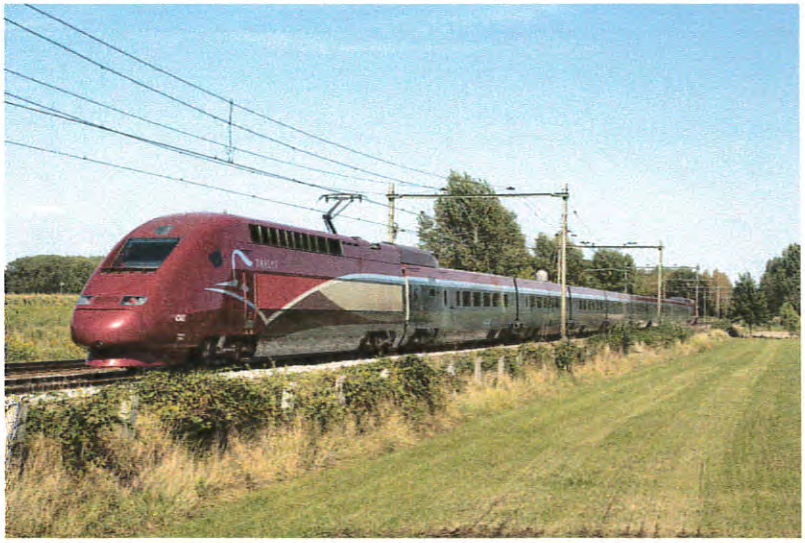
Aart Dolman
3016 Central Avenu
Great Falls, MT. 59401

Phone: 1 406 750-6477 and email: aartdolman6@gmail.com

Aart Dolman, Photos

Solar collectors on the roof of the Methodist Church, Great Falls, MT

Hotel, Missoula MT



Thalys high-speed train from Amsterdam to Paris takes 3hr 18min. It travels at speeds of 300 km/hr. (186 MP)

From Utrecht Train Station, central Holland, more than 900 trains and 285,000 passengers leave the station each day. (*"Utrecht". ProRail. Retrieved 08/03/2015*)

International trains leave from the Central Station in Amsterdam. The station has 15 platforms and each day the station accommodates some 250,000 travelers.

In Holland all trains, trolleys, and busses (Public Transportation) are propelled by green energy since July 1, 2016.

This sign on this Amsterdam trolley states that it is propelled on "**green electricity**"

Solar panels on a Dutch House and on a German farm shed south of Munich.

Wind mills along a Belgian freeway, and notice the railway track on the right side.

The windmills feed "green" electricity for the electric trains between Amsterdam and Brussels.

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#5

The Cascade County Zoning Board of Adjustment - November 17, 2016

Portage Solar, LLC
Ayrshire Dairy and Harry Mitchell

The development of this solar generating plant will help the environment by producing clean electrical energy. In the process, these types of plants, over time, can off-set and perhaps help to eliminate power produced by plants having large carbon and sulfur emissions.

Also, this plant by virtue of its name and location, helps to give a breath of life to three periods of our local military history by producing panels for the public to learn about local history:

Lewis and Clark - this project overlooks the portage route used by the Corps of Discovery in 1805 and again in 1806 during their 18 mile overland trek hauling canoes and supplies

World War II - there is still a visible remnant of the road that was quickly developed and used 24/7 in early 1942 in response to the building of Great Falls Army Air Base (now called Malmstrom AFB). Immediately after the bombing of Pearl Harbor in December of 1941, it was decided to build this base to help support B-17 bombers being transferred to our Russian allies to help stem the Axis Powers thrust for world domination. Gravel for the construction of runways was moved overland on this very road, which has a trace that can easily be seen today.

The Cold War - An F94 interceptor jet crashed immediately south of this site on May 1, 1954, after returning from a mission. Both the pilot and radar observer died in this horrible crash. They stayed with their doomed craft making sure that it avoided hitting any of the populated area south of the city.

Besides these three historic interpretive panels, there will be a panel explaining the benefits of solar power.

Don Peterson
3229 8th Ave North
Great falls, MT
59401
Ph 406-761-5453

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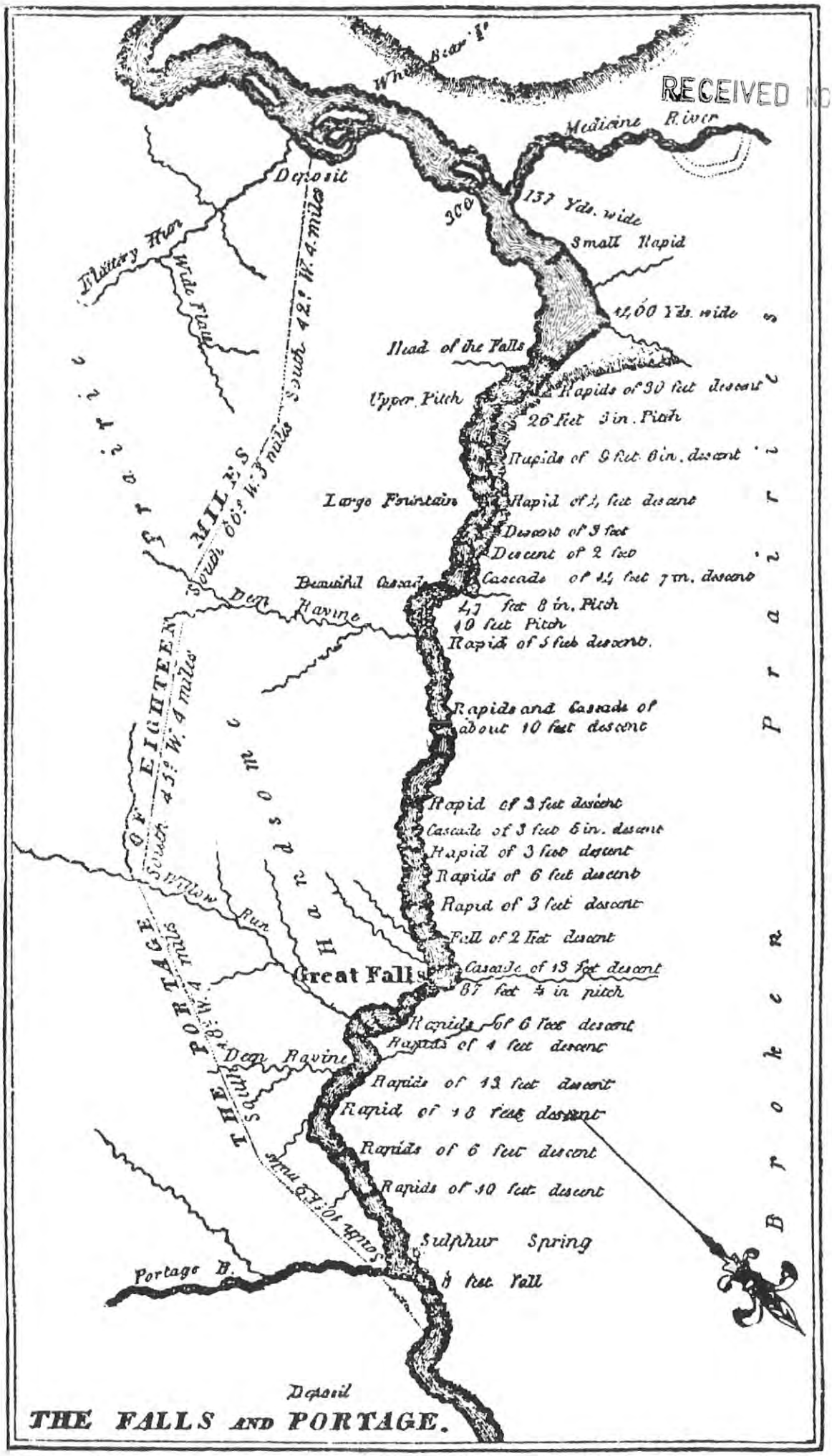

THE FALLS AND PORTAGE.

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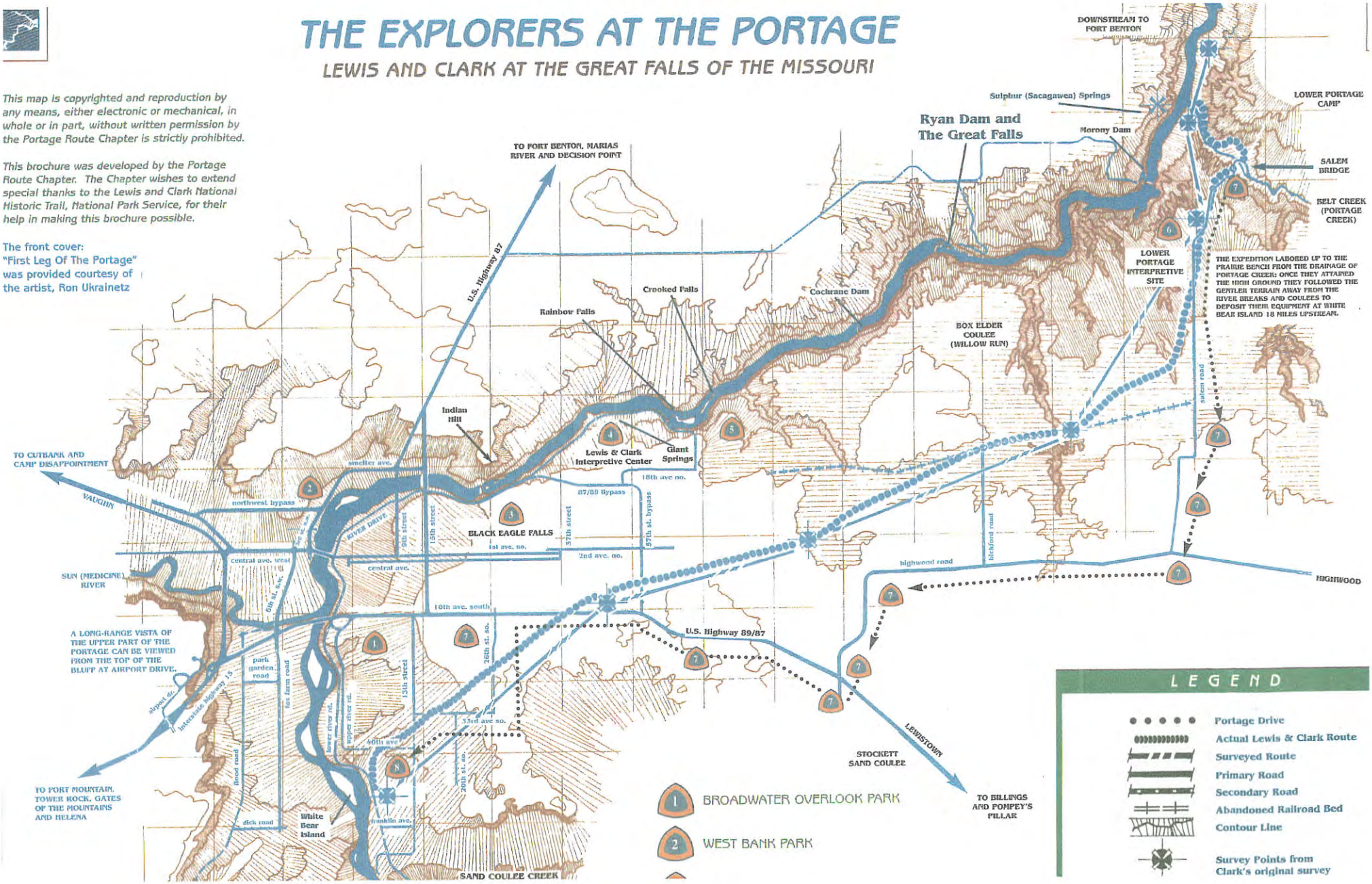
THE EXPLORERS AT THE PORTAGE

LEWIS AND CLARK AT THE GREAT FALLS OF THE MISSOURI

This map is copyrighted and reproduction by any means, either electronic or mechanical, in whole or in part, without written permission by the Portage Route Chapter is strictly prohibited.

This brochure was developed by the Portage Route Chapter. The Chapter wishes to extend special thanks to the Lewis and Clark National Historic Trail, National Park Service, for their help in making this brochure possible.

The front cover:
"First Leg Of The Portage"
was provided courtesy of
the artist, Ron Ukrainetz



Welcome to the Upper Portage Overlook

WHERE THE ONLY CONSTANT IS CHANGE

The views before you have changed significantly since 1805, when members of the Lewis and Clark Expedition based their lives here for more than three weeks. Massive herds of buffalo once grazed all around this area, using a place just to the north for crossing the Missouri River. For generations, these lands were a crossroads for native hunters who came from all directions, every year, for the bison meat that could be so easily obtained.

Homesteading began here in 1884, when the nearby future city of Great Falls consisted only of several 10 x 12-foot wall tents and a sign designating them a "hotel." The Ayrshire Dairy Farm, one of state's earliest commercial milk processors, was established here in 1906 by H. B. Mitchell, whose descendants still own these lands.

Only the rangeland immediately surrounding you and stretching to the east still looks largely as it did hundreds of years ago. Livestock grazing, anchored in the land's own productivity, has helped sustain the naturalness of the Ayrshire Dairy Farm's rangelands. With the help of a program called UNDAUNTED STEWARDSHIP, its owners preserve the dairy farm's history, while taking other actions to maintain the landscape's body and soul. Welcome to a glimpse of its ghosts and its life. Enjoy your visit.

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H. B. Mitchell named his dairy after the breed of cattle he imported from Scotland, believing that only Ayrshires could thrive in Montana winters.

Ayrshire Dairy Farm

Sand Coulee "Flattery Run"

Lewis & Clark Upper Portage Campsite

In the early days of the Ayrshire Dairy, the backseat of this wagon (right) was removed to make room for milk deliveries. By the 1940s, the Ayrshire Dairy was one of several hundred dairy businesses in Montana. About a dozen were still operating in the 1960s when the Ayrshire became one of the largest and longest-lasting family-owned milk businesses in the state. Processing ended here in 1972, and the last dairy cows were sold in 1993. Today, two large companies process and distribute over 90 percent of the milk in Montana.

Pictured above is the back side of one of the area's key landmarks—the "rocky hill" noted by Lewis and Clark in their journals, as they were surveying the area. Scholars have used this landmark, along with maps and narratives in the explorers' journals, to determine the precise location of the Upper Portage Camp.

Lewis's Grand "Experiment"

A DISAPPOINTMENT DISAPPEARS

While Clark directed the portage, Lewis supervised the laborious process of assembling a boat they had hauled in pieces from Harpers Ferry, Virginia. Although it was regarded as an "experiment," the iron boat frame represented cutting-edge technology when Lewis himself designed it in 1803. The canoe-shaped, collapsible frame was 36 feet long and 4½ feet wide, and consisted of nearly 200 pounds of iron strips that connected together with screws. When further strengthened with willow limbs and covered with animal skins, it was designed to carry 8,000 pounds.

A crew labored for weeks preparing 28 elk and four bison hides, but was unable to find pine pitch for binding the seams. As a last resort, they substituted a "composition" of charcoal and beeswax mixed with buffalo tallow. The boat "floated like a perfect cork" at first, but then sank during its trial run. Devastated, Lewis ordered it buried here, and the Corps quickly moved upstream to its Canoe Camp, where they made two large cottonwood boats as a replacement for the failed experiment, and "proceeded on."

A year later, on their return trip east, Lewis noted, "Had the carriage wheels dug up found them in good order, the iron frame of the boat had not suffered materially...." The iron boat was never mentioned again in any of their journals. Its ultimate fate remains a mystery.

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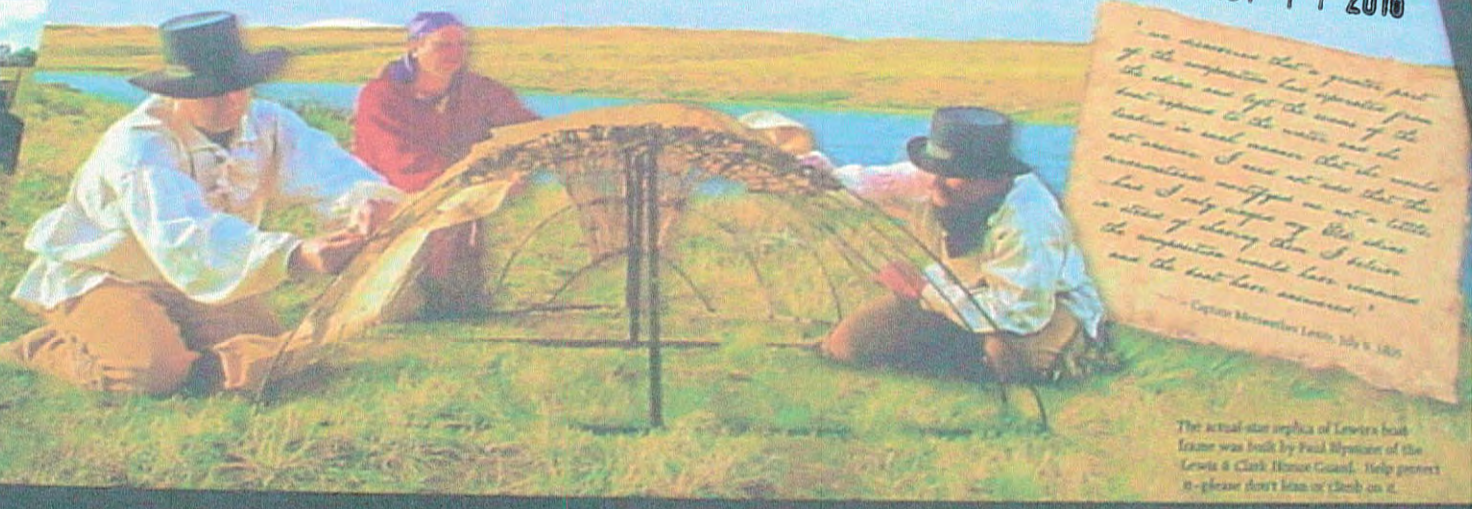
Is The Boat Still Here?

Some scholars believe it is. Archaeologist Ken Karsmizki, Executive Director of the Columbia Gorge Discovery Center and Museum, thinks that Lewis and his crew may have buried it here a second time in 1806.

Karsmizki launched an investigation here in 1998 using magnetometers. On September 8, 2001, he returned with help from the University of Florida, the U.S. Air Force and robotic metal detectors (above). That effort discovered many "subsurface anomalies," but was cut short by the September 11 terrorist attacks. These sophisticated equipment was urgently needed in New York to help examine rubble at the World Trade Center. Efforts in the future will require detailed soil sifting to discover if any of the "subsurface anomalies" are indeed the buried remains of Lewis's iron boat.



"we assume that a portion part of the composition has separated from the skins and left the seams of the boat exposed to the water and she leakes in such manner that she would not answer I was not aware that the composition would do so at a little distance I rely entirely on this alone for I dare not trust the skins in stead of having then I believe the composition would have answered and the boat have answered."

—Captain Meriwether Lewis, July 5, 1806

The actual-size replica of Lewis's boat frame was built by Paul Blystone of the Lewis & Clark Honor Guard. Help protect it—please don't lean or climb on it.

The Portage Route
ANCIENT LANDSCAPES, ANCIENT OBSTACLES
Across the hillside in front of you, deeply pocked with the hardened imprints of bison, came the Corps of Discovery's struggling portage crews—limping, faint, exhausted. Four times at the Lower Portage Camp they loaded baggage into six canoes laid upon carts, then pushed and pulled the heavy loads across 18 miles of uncommonly rough, worn prairie. They used sails to make the going easier whenever violent winds offered help. Brutal hail storms pushed their stamina to the limit.
At one point the crew recorded hail as large as seven inches in circumference that bounced 12 feet high and landed 30 feet away. On June 29, 1805, Clark noted, "the hail and wind being So large and violent in the plains, and them naked, they were much brused, and Some nearly killed one knocked down three times, and others without hats or any thing on their heads bloodey & Complained verry much; I refreshed them with a little grog." Throughout it all, Sacagawea, carrying her four-month old baby, recuperated from having been deathly sick.
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"during the last rains the buffalo have traded up the prairie very much which having now become dry the sharp points of earth as hard as frozen ground stand up in such abundance that there is no avoiding them. this is particularly severe on the feet of the men... they are obliged to halt and rest frequently for a few minutes... in short their fatigues are incredible..."
—Captain Meriwether Lewis, June 29, 1805
The prickly pear cactus that continually poked holes in the explorers' moccasins still grows on these rangelands, but much more sparsely than when massive herds of bison grazed here. Bison produced huge impacts, especially on landscapes close to water. Their hoover compacted the soil and wore it bare, and their overgrazing enhanced the cactus's ability to compete against other vegetation.
This map, drawn by Clark in 1805, shows the route he surveyed for the portage (solid grey line). But many scholars believe the actual, easier route for the laden canoes followed the rust-colored, dotted line superimposed here.
THE FALLS AND PORTAGE
Lower Portage Campsite

Undaunted Stewardship

PRESERVING HISTORY AND ENHANCING THE ENVIRONMENT & ECONOMY

UNDAUNTED STEWARDSHIP™ is a statewide partnership involving 19 agricultural and conservation groups in Montana, managed and directed by Montana State University, the Montana Stockgrowers Association and the federal Bureau of Land Management. This cooperative program helps preserve historic sites and encourages sustainable stewardship on private rangelands.

UNDAUNTED STEWARDSHIP™ certifies farms and ranches that use state-of-the-science land management practices. These *"Undaunted Land Stewards"* protect the long-term health and productivity of Montana's natural resources. Here at the Ayrshire Dairy Farm, although change has been constant, grazing has been consistent–first by bison and for the last century by cattle. Today, the rangelands are used for cattle grazing that is carefully monitored and controlled. Just as trimming houseplants stimulates their growth, when cattle eat vegetation at the right time and to the right extent, the grazing creates hardier plants and increases plant growth. Properly managed cattle grazing not only produces superior food and other commodities but also sustains wildlife habitat and wildlife populations–as well as the scenic beauty that characterizes so much of Montana's public and private lands.

Please show the same respect for the lands of the Ayrshire Dairy that the family and all their predecessors have shown. Don't litter, and please don't venture onto private lands without permission.

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Just a stone's throw to the west of where you are standing is this rock outcropping–the "rockey hill" Captain Clark used as a landmark. He wrote, "June 17-19 N. 71° E. 120 Poles to a rockey hill fale opposit to a third Island which is Seperated from the Land Shore by a very narrow Channel."

Their camp here was a site of transition for the Corps of Discovery–from prairies to mountains, linen to buckskin. Since 1984, the all-volunteer Lewis and Clark Honor Guard, located in Great Falls, has been in transition as well, steadily researching and perfecting their living history presentations of Lewis and Clark in Montana.

Nationally acclaimed for their attention to historically accurate detail, members of the Honor Guard conduct scores of re-enactments and demonstrations every year. Thanks to hours of their time and expertise, the re-enactment images on these exhibits exemplify their commitment to keeping Lewis and Clark history alive. Learn more at www.corpsofdiscovery.org.

Other Montana farms and ranches whose owners preserve historic sites and use modern stewardship practices. More information about these sites, including locations, can be found at www.undauntedstewardship.com.

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Upper Portage Camp

PREPARATION, CELEBRATION, FRUSTRATION & DANGER

Bustling with activity, the Lewis and Clark Expedition made its home here for weeks. Clark chose the site on June 18, 1805, and the expedition based here until July 13, when Lewis, Sacagawea and her baby became the last to leave. Here, the Corps of Discovery rested after the difficult portage and prepared for the next leg of their journey. They hunted widely and dried stockpiles of meat, wrote lengthy journal entries and made detailed maps, and dug a cache to store plant specimens and equipment they wouldn't need until making the return trip to St. Louis. Here, too, the explorers constructed–and then reluctantly buried–the failed iron boat. Throughout it all, they endured "very *troublesom mosquetos*" and fought off the "white" grizzly bears that harrassed them daily.

It was here that the Corps of Discovery celebrated the nation's 30th Independence Day on July 4, 1805. They enjoyed a "*sumptuous feast*" of bacon, beans, dumplings and bison meat and finished the last of their non-medicinal "grog." The delay caused by the longer than expected portage–and the laborious process of assembling the iron boat–had become a serious concern. But, Lewis wrote: "we all believe that we are now about to enter on the most perilous and difficult part of our voyage, yet I see no one repining, all appear ready to met those difficulties which wait us with resolution and becoming fortitude."

From July 13-26, 1806, Lewis and two-thirds of the Corps of Discovery used this campsite again to recover their cache left the year before and continue their return trip east.

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White Bear Islands

EVER-CHANGING RIVERBANKS

At the time of Lewis and Clark, with thousands of bison crossing the river in this area, the riverbanks and islands were a predator's feasting ground. Many of the bison perished in the rushing waters. Their rotting carcasses attracted so many wolves and grizzlies that the expedition's hunting parties often left a man behind to guard meat when it couldn't be carried back in a single trip. Grizzlies, which can appear silvery white in certain kinds of light, inspired the Corps of Discovery's name both for its camp and for the three islands that existed at the time.

Years of constant geologic action–along with the effects of human development–have narrowed the Missouri River here, making it difficult to picture the location of both the Upper Portage Camp and Lewis and Clark's three "White Bear Islands." Upstream dams changed seasonal water flows and increased the quantity of natural sedimentation. Slowly, sediments deposited here have been linking the islands to the riverbanks. As you look to the south, use the aerial photo-map below to get a better idea of what this area was like when Lewis and Clark camped here in 1805.

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Extensive research has produced this aerial view, using a recent photo to compare today's landscape with the one from 1805. Bob Bergantino, widely recognized as the world's leading expert on locating the expedition's travel routes and campsites, used Clark's maps and narratives to determine the precise location of the Upper Portage Camp and extent of the White Bear Islands. This map also illustrates Bergantino's conclusions about the route followed by the portage crew to its final approach to the campsite.

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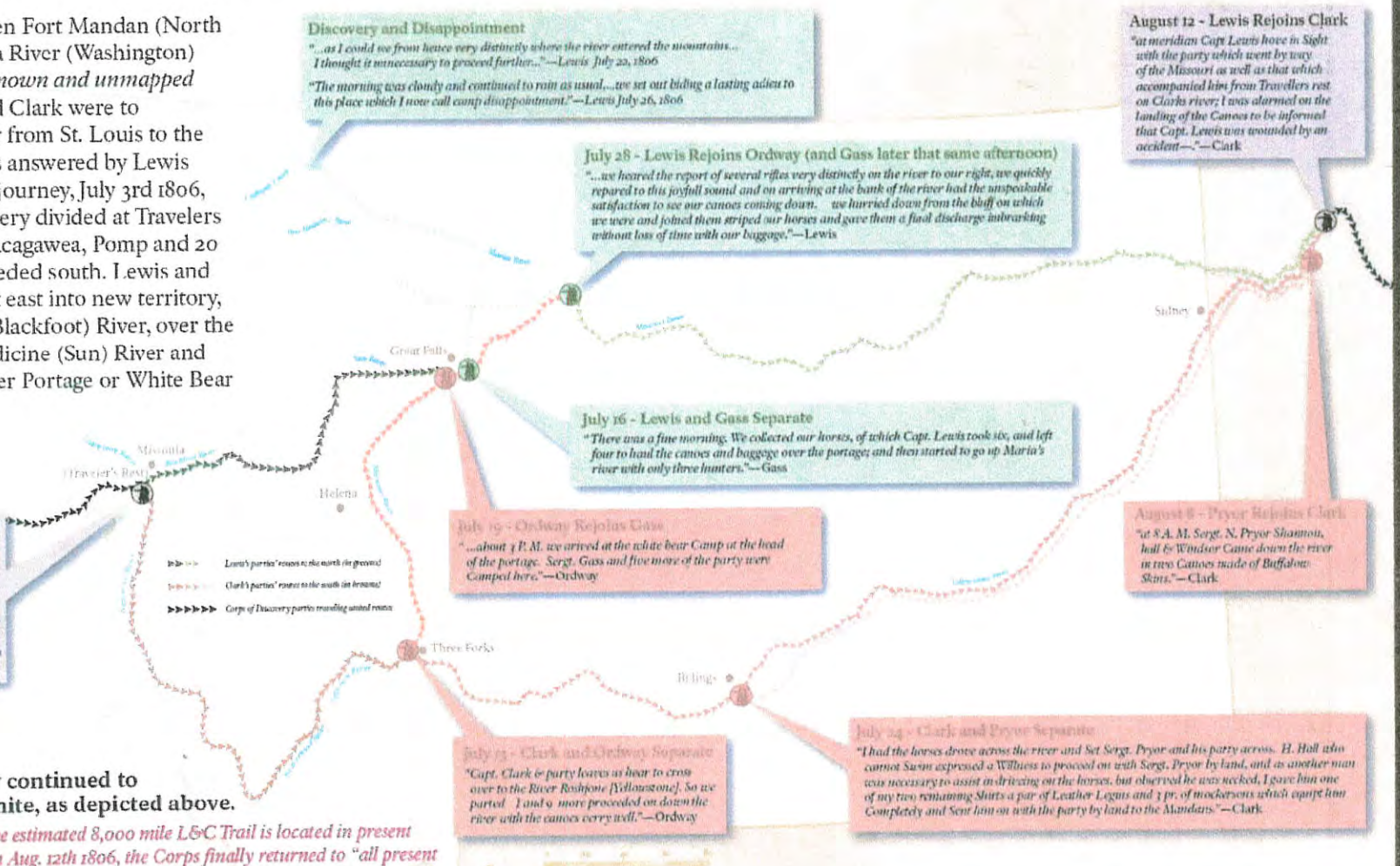
"several scheemes we had planed..."

In 1805-06 the area between Fort Mandan (North Dakota) and the Columbia River (Washington) remained the largest *"unknown and unmapped wilderness"* that Lewis and Clark were to encounter in their journey from St. Louis to the Pacific. This challenge was answered by Lewis and Clark on their return journey, July 3rd 1806, when the Corps of Discovery divided at Travelers Rest (Lolo, MT). Clark, Sacagawea, Pomp and 20 men with 50 horses proceeded south. Lewis and 9 men with 17 horses went east into new territory, up the *"Cokahlarishkit"* (Blackfoot) River, over the mountains, down the Medicine (Sun) River and overland to here, the Upper Portage or White Bear Island Camp.



The Corps of Discovery continued to divide, explore and reunite, as depicted above.

The result was that over ¼ of the estimated 8,000 mile L&C Trail is located in present day Montana. After 40 days, on Aug. 12th 1806, the Corps finally returned to "all present and accounted for" when Lewis and 19 men joined Clark in western North Dakota.

Please visit www.lewisandclark.org and www.corpsofdiscovery.org for additional information.

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"...did not Stop us from our urgent labours."

Painting by Robert Moeller.

It was difficult to pull the wagons, even with the help of the horses.

At the Three Forks of the Missouri, on July 13th, 1806, Sergeant John Ordway and nine men had orders to separate from Captain William Clark's party, continue down the Missouri River to the great falls, portage around the falls, and proceed on to meet Captain Meriwether Lewis at the Marias River.

Ordway found Sergeant Gass camped with five men at Upper Portage Camp on July 19th. Together, the two sergeants prepared to portage the canoes and baggage around the falls. Ordway wrote in his journal, *"Sergt. Gass went at putting the tongues in the waggons... towards evening we got up our 4 horses tackled them to the truck waggons found they would draw..."*

The next morning the horses could not be found. It took two days to recover the animals to Upper Portage Camp where Ordway hooked them to the wagons to start out with two canoes. Five miles along the portage an axeltree broke, so they left the canoes and baggage, and returned to Upper Portage Camp for repairs where they started out with two more canoes. By sunset the next day they had finally gotten two canoes to Willow Run (about half way on the portage route). The weather turned cold and rainy which made it difficult to move the wagons, even with the help of the horses. Ordway wrote they had to *"asist the horses as the truck wheels Sank in the mud nearly to the hub."*

One rainy night, some men turned over a canoe and lay under it, while others sat up by the fires. The rain and muddy ground did not slow the men, it *"did not Stop us from our urgent labours."* In addition to the challenging weather, Ordway noted *"the Musquetoes and Small flyes are verry troublesome. my face and eyes are Swelled by the poison..."* They made smoky fires of buffalo dung to keep insects away themselves and the horses.

Early on the morning of the 27th, five of the six canoes were portaged, and by noon, the men had recovered the white pirogue, which had been stored near Lower Portage Camp, so they started down the river.

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Two Air Base Officers Die in Flaming Crash Of Jet South of City

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Training Flight Ends Tragically; Inquiry Starts

Two officers of the 29th Fighter-Interceptor squadron at the Great Falls Air Force Base were killed instantly in the flaming crash of a F94C jet plane Saturday morning, 3 miles south of the city, near the Ayrshire Dairy. Dead are 2nd Lt. John R. Durham, 24, Hodgenville, Ky., pilot, and 2nd Lt. Raymond J. Armstrong, 22, Woonsocket, R.I., radar observer. Both are unmarried. The plane left the local base at 9:47 a.m. on a routine, local training flight and the crash occurred about 10:30. A board of inquiry is studying the cause of the tragedy.

One eyewitness said the jet appeared "like a flaming cigar as it plunged to the earth." The plane hit in a gully between two hills, the impetus of its speed skidding it uphill a quarter of a mile and across a knoll several hundred yards, where it bounced off a 50-foot cliff and disintegrated in a plowed field about 100 yards away.

Frances Mitchell, 17, a student at Great Falls Central High School, was loading hay in the field at the dairy, which is operated by his father, when the crash occurred. Mitchell said he heard the "roar of the jet and then a rumble."

The youth explained "I started looking for the plane to the east. In a few seconds I saw it all aflame a few feet off the ground. It hit the crown of the hill about a quarter mile away and flipped into the field."

Mitchell said Del Bardwell, a superintendent at the dairy, also saw the crash. Bardwell and other employes went immediately to the scene of the accident. Other witnesses were Fergus Mitchell, dairy owner, and M. E. Hall, 1512 4th Ave. S.

While parts of the sleek craft were scattered three-quarters of a mile along its path, the main portion of the plane appeared to have exploded into bits after it smashed off the cliff into the fallowed field.

So complete was its destruc-

father, when the crash occurred. Mitchell said he heard the "roar of the jet and then a rumble."

The youth explained "I started looking for the plane to the east. In a few seconds I saw it all aflame a few feet off the ground. It hit the crown of the hill about a quarter mile away and flipped into the field."

Mitchell said Del Bardwell, a superintendent at the dairy, also saw the crash. Bardwell and other employes went immediately to the scene of the accident. Other witnesses were Fergus Mitchell, dairy owner, and M. E. Hall, 1512 4th Ave. S.

While parts of the sleek craft were scattered three-quarters of a mile along its path, the main portion of the plane appeared to have exploded into bits after it smashed off the cliff into the fallowed field.

So complete was its destruction that its twisted wreckage was scattered over 100 yards in the field. Only the battered tail assembly remained upright as an identifiable section of the plane.

The mangled bodies of the two fliers were found a short distance apart in the plowed field, their flight gear scattered about the scene.

Path of the plane indicated the airmen sensed trouble and died in an effort to guide the ship away from suburban residences into the open field.

The plane was headed southeast and ended up about a half mile north of the dairy, about 200 yards west of the highway.

Residents of the area heard the crash and notified police, the sheriff's office and air base.

Scores of onlookers lined the highway nearby as crash and rescue squadron personnel scoured the scene and officers began an investigation.

The last fatal accident involving a military plane here was in Feb. 15, 1950, when a Spokane-based B29 crashed near the Belt road while taking off from the local base. Eight crewmen died and seven airmen escaped.

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Associated Press GFT - Page 1 Great Falls, Malmstrom
VOL. 67, NO. 352 GREAT FALLS, MONTANA, SUNDAY, MAY 2, 1954 PRICE 10

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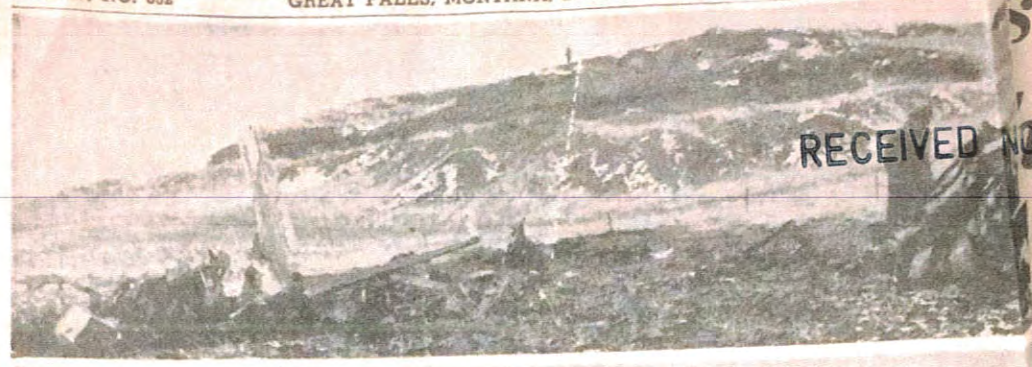

TWO KILLED IN JET CRASH HERE—Two officers of the 29th Air Division at the Great Falls Air Force Base were killed instantly Saturday morning when their F94C jet crashed south of the city near the Ayrshire Dairy. Wreckage of the plane was scattered over a wide area as the craft hit in a gully and skidded uphill and over a 50-foot cliff before coming to rest three-quarters of a mile away in a plowed field. Completeness of the destruction of the plane is shown in the pictures above. Dotted lines in the top picture marks the path of the plane as it bounced off the 50-foot cliff in the background. Lower picture is another view of the wreckage with the fliers' helmets in the left foreground. The center picture shows the tail section and part of the fuselage. (Tribune staff photos).

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Two officers of the 29th Fighter-Interceptor squadron at the Great Falls Air Force Base were killed instantly in the flaming crash of a F94C jet plane Saturday morning, 3 miles south of the city, near the Ayrshire Dairy. Dead are 2nd Lt. John R. Durham, 24, Hodgenville, Ky., pilot, and 2nd Lt. Raymond J. Armstrong, 22, Woonsocket, R.I., radar observer. Both are unmarried. The plane left the local base at 9:47 a.m. on a routine, local training flight and the crash occurred about 10:30. A board of inquiry is studying the cause of the tragedy.

One eyewitness said the jet appeared "like a flaming cigar as it plunged to the earth." The plane hit in a gully between two hills, the impetus of its speed skidding it uphill a quarter of a mile and across a knoll several hundred yards, where it bounced off a 50-foot cliff and disintegrated in a plowed field about 100 yards away.

Frances Mitchell, 17, a student at Great Falls Central High School, was loading hay in the field at the dairy, which is operated by his father, when the crash occurred. Mitchell said he heard the "roar of the jet and then a rumble."

The youth explained "I started looking for the plane to the east. In a few seconds I saw it all aflame a few feet off the ground. It hit the crown of the hill about a quarter mile away and flipped into the field."

Mitchell said Del Bardwell, a

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May 2, 2004

MONTANA ALBUM

25 YEARS AGO

Great Falls residents awakened to snow on their windshields on Monday, May 7, 1979.

Big Sky Force 23 — "Rachel's Rustlers" — returned home to Malmstrom Air Force Base, from competition in California, as the best Minuteman missile wing in the Strategic Air Command.

A study conducted for the City Commission showed the city garbage pulverizing plant was costing more to operate than originally estimated and salvage value of materials compressed by the pulverizer was less than projected.

The U.S. Senate unanimously passed Sen. John Melcher's bill recommending against the proposed shutdown of more than three-fourths of the rail lines served by the Milwaukee Railroad.

Charles J. Nebel, a deputy county assessor for 13 years, was the Cascade County commissioner's choice to serve as county assessor. He succeeded Carl C. Seltzer, who died April 24, 1979.

City Commissioner Stan Meyer announced he would not seek re-election in the fall.

Grand opening for Buchanan Enterprises' Sunshine Village retirement apartments, 528 13th Ave. S., was conducted.

50 YEARS AGO

Two officers of the 29th Fighter-Interceptor squadron at the Great Falls Air Force Base were killed instantly in the flaming crash of a F94C jet plane south of the city, near the Ayrshire Dairy ... Path of the plane indicated the airmen sensed trouble and died in an effort to guide the ship away from suburban residences into the open field.

The Great Falls Junior Chamber of Commerce received the Giessenbier Memorial trophy as the leading organization in the state. The awards are presented on a point basis on civic improvement projects, leadership training and maintenance of training and maintenance of a strong membership.

Sen. Mansfield said the "great contribution" being made by native troops in defending Dien Bien Phu shows effective anti-Communist armies could be trained in Indochina.

Operating expenses and expanded schedules for summer tourist trade at the C.M. Russell Gallery will be financed in part with $2,000 presented by the Junior League of Great Falls, which has consistently supported the new museum.

100 YEARS AGO

Mrs. L.H. Drew, wife of a Montana Central conductor, is seriously ill at her home, on Fifth Avenue South, her ailment being Bright's disease, following childbirth about two weeks ago. The baby is doing well. Mrs. Drew's mother's death was caused by Bright's disease, following childbirth.

Everybody now waltzes, or knows how to waltz, who has taken a guarantee course the past season under Prof. C.O. Kendall's instructions. A most peculiar feature in regard to his school is that you have never heard of any complaint of his method or system of teaching, which is one of the highest recommendations any teacher can have.

Even the doubting ones amongst outsiders, who are generally anxious and most willing to say uncharitable things against any person, have maintained a silence through sheer surprise at the success of his teaching ...

Professor Kendall thanks each individual scholar for his kindly interest in materially helping him in having a class, which in numbers has exceeded his utmost expectations, and who have thus shown their appreciation of his earnest efforts in their behalf. For a while longer Professor Kendall will still give private lessons at room 8, Dunn Block, over Weinstein's Store.

Mr. and Mrs. W.G. Conrad, accompanied by the Misses Conrad, left for their country home, Montana Hall, at White Post, Va. They expect to remain there until July, when they will return to Great Falls.

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MONTANA ALBUM

25 YEARS AGO

Independent truckers congregated on the steps of the State Capitol in Helena after driving about 100 trucks into Helena to protest high diesel fuel prices and shortages in the state. Some truckers also met with Lt. Gov. Ted Schwinden.

A brush fire swept across Park Island in the Missouri River south of the Warden Bridge. City firefighters were aided by volunteers from Malmstrom Air Force Base and the Montana National Guard. Some local boat owners helped ferry firefighters and equipment to and from the island.

Sen. Barry Goldwater of Arizona addressed the Montana Republican Convention in Great Falls. The party wrapped up its convention by electing Sidney Mayor Ben Nordell as chairman.

Audrey Olson, information consultant for Great Falls public schools, was installed as 12-state western region vice president of the American Women in Radio and Television at the group's national convention in Atlanta, Ga.

Ed Argenbright, superintendent of Big Timber schools, became the first candidate for the post of state superintendent of public instruction.

The Great Falls Giants arrived to begin practice for the 1979 season which was scheduled to open on June 22.

50 YEARS AGO

North America was scourged by the fury of make-believe atom bombs in history's first continental air raid drill.

A photograph showed school children huddled under their desks during the drill.

As the make-believe enemy attacked Montana, it showed some cities were utterly defenseless ... some cities have no warning system and no defenses.

An F94C jet airplane from the Great Falls Air Force Base crashed and disintegrated in a wheat field about 24 miles east of Great Falls. The pilot and radar observer were apparently killed instantly ... The plane carried rockets, some of which were believed to have exploded. The crash area was considered dangerous.

Sen. Mike Mansfield and Sen. James E. Murray, Montana Democrats, said the Air Force has decided to locate a jet base 15 to 20 miles north of Glasgow. The Air Force authorized $8,300,000 for the base, which would have a complement of 1,200 officers and men and cover about 2,500 acres.

During World War II, Glasgow has a strategically located final phase air base for B17 bomber crews, which operated where the city-county airport now is. Later, it was turned into a German prisoner-of-war camp.

100 YEARS AGO

Correct Clothing for Men

Unless you are well dressed, or a genius, the world will take little notice of you, and nine times in ten you need the world's good opinion to succeed.

See that this label (Alfred Benjamin & Co., makers, New York) is on your clothes and you have won half the battle. The other half depends on your ability, honesty, courage and common sense.

— Kaufman Clo. Co., Great Falls, Montana

Providing for the extermination of the dandelion, which has threatened by a prodigious growth to overrun the lawns and boulevards of the city, the City Council passed the following ...

Be it ordained by the City Council of the City of Great Falls:

Any person or persons ... who shall knowingly permit or suffer any dandelion or dandelions to grow upon any premises owned or occupied by him, or under his control, shall be deemed guilty of supporting and maintaining a common nuisance, and, upon conviction therefor, shall be punished by a fine ...

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Tribune May 1, 2016 Page M1

Pilots killed

May 1, 1954 — East Base officers Lt. John Durham, pilot, and radar officer 2nd Lt. Raymond Armstrong, were killed during a training flight when their F94C jet skidded about 100 yards in an area near the Ayrshire Dairy, went over a cliff and came to rest in an alfalfa field.

RECEIVED NOV 1 7 2016 #3

Earlier this year, Harry Mitchell came to the Portage Route Chapter of the Lewis and Clark Trail Heritage Foundation and informed us of his plan to lease some of his property for a solar farm. Harry assured us that the solar farm would not overlap any rendition of the route used when the Lewis and Clark expedition transported their canoes and equipment around the water falls and rapids of our area. After listening to Harry and looking at maps, the board of directors agreed to a resolution supporting this endeavor. Because this project has engendered some opposition from other local historical groups, I would like to expand a bit on ~~our~~ the reasoning ~~for offering~~ behind our support.

1. The main reason the board was willing to support Harry is that the board knows Harry and his passion about the Lewis and Clark story. Harry has donated property to commemorate the portage and encouraged Lewis and Clark archeological research on his land. We respect that Harry will not do something that would damage the portage route.

2. There is a broad "corridor" that encompasses some parts of the portage as an historic landmark. The land originally chosen for the solar farm is a good distance from where the expedition might have made their portage, but part of it fell within that corridor. When Cyprus Creek became aware of this, they redesigned the layout of the proposed solar farm so that it now lies entirely outside that corridor. From an historical perspective you could hardly ask more than this.

3. A solar farm will have minimal impact on the land—far less than existing structures already within the corridor of the landmark.

4. In addition to this, Harry has proposed and Cyprus Creek has agreed to add a third interpretive location on Harry's property. This would include a parking area and three panels that will not only discuss the portage but also bring attention to several other overlooked or seldom-recognized historic events in the same area. A forth panel explains solar energy and will complete an 1805 to 2017 historical continuum.

In conclusion, speaking for the members of the PRC board, we see no reason for this project to not go forward and we support such a vote.

November 17, 2016

RECEIVED NOV 17 2016 #1

Cascade County Zoning Board of Adjustment
Public Hearing regarding Cypress Creek Renewables Solar Power Plant application

Thank you for allowing me to speak this evening. I also submitted a letter which I believe you received at last night's meeting. I want to make a few comments for your consideration.

According to the site plan posted on the county website, the fence to the proposed power plant is to be located 30' from the center of the roadway and the point of interconnection is 100' from the center of the roadway – the gate access is directly across from our driveway.

To put this distance into perspective, 90 feet is the distance from home plate to first base or the distance from the 30 yard line to the goal line. 100 feet is the distance a car travelling 35 miles per hour covers in two seconds. Carl Lewis ran the 100 meter dash in 9.86 seconds, so 100 feet is about as far as Carl Lewis could run in three seconds. 100 feet is about 2/3rds the length of an olympic sized swimming pool. The standard shipping containers that you see being hauled by railroad cars are 53 feet, so 100 feet is almost twice that long.

Webster's dictionary defines harmony as "the pleasing arrangement of things, parts, colors, etc; peace and friendship; agreement in ideas, feelings, etc."

Power Plant/Solar Farm – an industrial facility for the generation of electric power.

Neighborhood -- spatial units in which face-to-face social interactions occur—the personal settings and situations where residents seek to realize common values, socialize youth, and maintain effective social control.

Where is the harmony?

The decision you make here is not about whether solar farms are a good form of power generation, it is about whether the proposed use is in harmony with the surroundings.

Please vote to deny this request.

Respectfully submitted by:

Joyce Thares and Mike Potter
701 33rd Avenue South
Great Falls, Montana