



Workshop Offers Teachers Unique Ideas in Aviation Education

Takeoff with Aviation Education is an aviation workshop designed for Montana teachers by the Montana Department of Transportation's Aeronautics Division. The two and a half day aviation workshop was held in conjunction with the Montana Aviation Conference in Missoula.

Montana teachers who were looking for unique ideas to teach mathematics, science and technology filled the Bitterroot River Room at the Hilton Garden Inn, ready for the hands-on aviation activities designed for the classroom curriculum.

All aviation activities were aligned with the current Montana academic standards as designed by this year's lead instructor, Kaye Ebel of Missoula. Both college credit and continuing education hours were offered to the teachers attending.

Hank Galpin and Ray Sanders of Kalispell opened this year's Takeoff with Aviation Education with their "Barnstorming the Midwest" presentation. Hank closed the teacher workshop with flights for the teachers in his Travel Air 6000 on a beautiful, blue sky, Saturday in Missoula.

The aviation workshop classes continued with passionate aviation experts sharing their avocations in a classroom setting designed for teachers to teach students aviation concepts.

Here is the lineup of Takeoff with Aviation Education 2010 presenters and aviation topics: Kaye Ebel "Aviation based inquiry"; Jeanne MacPherson "Aviation Navigation and flight planning"; Wendy Beye "Aerodynamics 101"; Mike Vivion "There is more to aviation than being an Airline pilot"; Phillip Mediate "Aviation Survival Scenario"; Art Dykstra "So you want to fly?"; Chuck Manning "Things that rotate about an axis"; Pete and Rebecca Smith "Why is a stall not really a



Orientation flights for teachers were offered on Saturday at the Museum of Mountain Flying. Pictured is one of the volunteer pilots Hank Galpin, who gave rides in his Travel Air 6000.

Photo by: Will Abbot

stall?"; Kristi Dunks "Problem solving as an aircraft investigator"

On Saturday, March 6, Art Dykstra planned the airport field trip and educational tour of the Mountain Flying Museum complete with the FAA's flight simulator and FAA instructor, Clifford Carpenter, airplane preflight with Terry Miles and teacher orientation flights with pilots, Hank Galpin, Dolan McDonald, Terry Miles, Roger Allen and Fred McDowell.

MDT Aeronautics Division would like to thank each of you for sharing your aviation expertise and passion with the teachers and students that attended Takeoff with Aviation Education 2010.

See more photos of the teacher's workshop on page 6 of the newsletter.

Administrator's Column

Montana and Angel flight: Many pilots volunteer their time and airplane for charitable purposes, such as Angel Flight. Jerry Severson of Bozeman has provided volunteer flights in his Twin Commander. We learned about a recent trip that Severson provided to Marine Corps Lance Cpl. Matthew Ryan Bradford and his mother, Debbie, as rated it as "the neatest thing I've ever done." The Bradford's are native Kentuckians and big fans of the University of Kentucky Wildcats. Severson picked the two up in San Antonio and flew them to Lexington, Kentucky, to see a Wildcats basketball game. What made the flight so special was Bradford himself. On Jan. 18, 2007, Bradford was on patrol with the 2nd Battalion, 3rd Marine Division, near Haditha, Iraq, to clear an area of roadside bombs. He stepped on a hidden IED, which exploded, severing his left leg and injuring his right leg that later led to amputation. Shrapnel destroyed his left eye and lodged in his brain, and his right eye suffered retinal damage, leaving him totally blind. He also suffered intestinal damage and a broken right hand. Three years later he was in the cockpit of Severson's Twin Commander 690A, enjoying the ride and even handling the controls. In 2009 Bradford learned to fly fish, thanks to the Bozeman-based [Warriors & Quiet Waters Foundation, Inc.](#) The foundation invites wounded war veterans to Montana for six-days of fly fishing and recreation. During his visit, his fondness for the Kentucky Wildcats became known, and a WQWF director arranged for Bradford and his mother to attend a game with Severson volunteering to conduct the flight. The Wildcats won in a buzzer-beater. "He is a remarkable young man," Severson says of Bradford. "He doesn't feel sorry for himself at all. He's as positive as can be. I'm very fortunate to be able to fly, and it's great to do something like this." Thank you Jerry for your kindness and involvement in this very special program and for sharing your experience. You have made Montana proud!

TSA Working Group Convenes: The Transportation Security Administration met with general aviation representatives concerning security initiatives in the first meeting of a working group created to increase industry involvement in the development of GA security measures. The top five issues of concern identified by the working group include: interagency issues, credentials and access to airports, temporary flight restrictions, grants to improve airport security and incident management. Smaller focus groups were created for each of the five issues and the groups will work to develop recommendations and submit them to the working group and the TSA. Industry members are encouraged and were optimistic after the first meeting with the dialogue that took place.

FAA Issues Update To Controller Workforce Plan: FAA has issued its fifth annual update to the agency's air traffic controller workforce plan. The report incorporates changes in air traffic forecasts, controller retirements and other factors into the plan. In addition, it provides staffing ranges for all of the agency's air traffic control facilities as of Sept. 26, 2009. The FAA hired 1,731 new controllers in FY2009 and has hired more than 7,000 controllers over the last five years. Five new collegiate training initiative schools were added last year as part of a college degree program to teach air traffic basics. To check out the available schools go to: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/acquisition/aja51/cti/AT-CTI_Schools.cfm for the full report, go to http://www.faa.gov/air_traffic/publications/controller_staffing/media/CWP_2010.pdf

2009 Accident Statistics: The National Transportation Safety Board (NTSB) released preliminary aviation accident statistics for 2009 showing an overall decrease in U.S. civil aviation accidents (general aviation and on-demand Part 135 operations). General aviation accidents decreased from 1,566 in 2008 to 1,474 in 2009. On-demand Part 135 operations reported 47 accidents in 2009, a decrease from 58 in 2008. A good trend that we hope continues.



Montana and the Sky

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Calendar of Events

May 14 – Fundraising event for Museum of Mountain Flying. The evening will consist of dinner and featured speaker Ken Dial. They have 20 tables that seat 10 per table, a table can be reserved with a \$1,000 tax deductible donation to the Museum. For further information contact Art Dykstra (406) 360-3645 or email artdykstra@hotmail.com.

May 15 – Missouri River Breaks airstrip work sessions. For further information contact Ron Normandeau at ronald06@centurytel.net or (406) 529-5661.

May 29-30 – Spotted Bear Camp Out and Work Session. Work session will take place the morning of the 29. BBQ to follow work session. For further information, contact Perry Brown (406) 892-3996.

June 5 – Benchmark Work Session.

June 5 – Fort Benton Fly In Breakfast. 8:00 a.m. – 2:00 p.m. to inaugurate the new Hangar. In addition to the breakfast, an aviation demonstration will be held as well as a raffle for a car. For further information, phone Steve Powers at (406) 622-3801 or email profitwithpowers@aol.com.

June 11 – Aeronautics Board Meeting Teleconference. For further information, phone (406) 444-2506.

June 11-13 – Winifred Fly In. June 11 – Campout and supper; June 12 – Fly out to breakfast in Lewistown or cook in camp. Fly outs to central Montana strips, Hangarburgers and camp at Winifred. June 13 – Depart. For further information, phone Ralph Rogers (406) 462-5487.

June 12 – Lewistown Airport pancake breakfast. 7:00 to 11:00a.m.. For further information, contact Jerry Moline (406) 350-3264.

June 12-13 – Farold H. Christensen Family Fly In at Yellowstone Airport. Come and celebrate 75 Years of Aviation to Yellowstone National Park. Campground will be available. They are looking for any Antiquer's out there who want to show off their aircraft as well as event ideas. Contact Tony at Yellowstone Airport, (406) 646-7631 or (406) 459-9825.

June 19-20 – Twin Bridges Airport Fathers Day Fly In. On Saturday, Young Eagle Rides; games for kids; airplanes on display; Aerobatics. On Sunday, pancake breakfast; pilot games; free gift for all pilots that fly in. For further information go to www.rubyvalleyaviation.com or call (406) 684-5335.

June 20 – Fathers Day Fly In Sourdough Pancake Breakfast, Fort Peck Airport. For further information, contact Lanny Hanson (406) 526-3535 or (406) 263-1154.

4June 26 – Big Boys Toy Show and Fly In at Havre Airport.

June 26 – Plains Airport Fly In breakfast. 8:00 a.m. to noon. For further information phone Randy Garrison at (406) 826-3605.

June 26-27 – Meadow Creek Camp Out and Work Session. Work session will take place the morning of the 26. BBQ to follow work session. For further information, contact Perry Brown (406) 892-3996.

July 10 – Ravalli County Airport Breakfast Fly In. For further information, phone Leland Blatter (406) 363-6471.

July 16-17 – Schafer Meadows Work Session.

July 24-25 – Extreme Blue Thunder Air Show, Idaho Falls Regional Airport. Featuring Blue Angels, Idaho Falls is the only city in the Intermountain West to feature a Blue Angels show in 2010. In addition to Blue Angels, the air show will feature several well-known local and national acts. Visit www.idahofallsairshow.com to purchase tickets and find more details on the show.

July 25 – St. Ignatius Airport Fly In. 8:00 a.m. to noon. Huckleberry pancakes, Young Eagle rides.

July 29- 31 – Montana Antique Airplane Association's Annual Fly In at Three Forks, Pogreba Field Airport. Flour Bombing and Spot Landing. Free Camping on the airport. For further information contact Tim Linn at tim.linn@hotmail.com.

August 8 – Hysham Airport/Lions Club Fly In/Drive In. 7:00 a.m. to noon. Model RC airplane show. For further information contact Bob Miller (406) 342-5252.

August 15 – Columbus Airport Woltermann Memorial Dedication Fly In breakfast, car show, class reunion. For further information phone Gary Woltermann at (406) 321-4111.

August 21 – Cut Bank Airport Fly In, car show, 1/8 mile drag racing and various flying events. For further information contact Dave Ries (406) 873-8683.

September 11 – Polson Fly In. For further information, contact Mauri Morin at maurv8@gmail.com.

2010 Conference Draws 600+ Participants!



Kathryn Vernon, Regional Administrator for the Northwest Mountain Region conducted an FAA open forum during the conference. Photo by: Will Abbot



The Montana Pilots Association received an award from the U.S. Forest Service for their volunteer efforts at back country airstrips. Pictured (l-r) Dave Bull, USFS; Wade Cebulski, President, MPA and Deb Mucklow, USFS. Photo by: Will Abbot



Jack Archibald was presented with the prestigious “Wright Brothers Master Pilot Award”. The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Pictured are Jack Archibald (l) and Chuck Manning. Congratulations Jack! Photo by: Will Abbot



Three Forks (Pogreba Field) Airport was selected as “Airport of the Year”. MDT Director Jim Lynch (r) presented the award to Dave Boyd, Airport Manager. Photo by: Will Abbot



Friday afternoon participants were treated to a tour of the Museum of Mountain Flying and Neptune Aviation. Photo by: Will Abbot



Hank Galpin offered rides in his Travel Air on Saturday morning. Pictured (l-r) are Autumn Wade, Regal Aviation Insurance; Hank Galpin and Melissa Xiong, Regal Aviation Insurance. Photo by: Will Abbot



City Service Valcon/Phillips 66 Aviation is an annual host of the Thursday evening Cocktail Hour/Exhibitor Awards. Angel Flight West was presented with an award for Exhibiting at the MT Aviation conference for 10 years. Pictured (l-r) Breezy Burlison, City Service; David Hunt, Angel Flight; Kelly Palazzolo and Ed Croymans City Service. Thanks so much to City Service for their continued support of the conference. Photo by: Will Abbot



The exhibit hall just wouldn't be complete without the presence of Rich Broberg, Omaha Airplane Supply. Rich received an award for 26 years of Exhibiting with the MT Aviation Conference. He's been there since the beginning! Pictured (l-r) are Breezy Burlison and Rich Broberg. Photo by: Will Abbot



Always the most popular exhibitor in the hall, not only for their charming personalities Cross Petroleum Service gives away a variety of Wilcoxsons ice cream! Photo by: Will Abbot



Another avid Sponsor & Exhibitor for 26 years is Aerotronics Inc. Pictured (l-r) Breezy Burlison and Ed Croymans present an award to Steve Vold. We thank our sponsors and exhibitors for their continued support because without you this conference would not be possible. Photo by: Will Abbot



Pictured (l-r) are Drew Garrett, Aviall Inc., Heidi Heiland and her father Jim. Heidi was the recipient of the MPA Junior Pilots Award and also conducted a concurrent session during the conference on her experience soloing 5 different aircraft on her 16th birthday. Photo by: Will Abbot

Administrator's Column, continued

Attention eBay shoppers: If you are multiengine rated pilot, with 500 hours total time and a valid medical, you can bid on a rating in a Cessna Citation CE-500. The auction is sponsored by PrestoSIM, a Texas company. The PrestoSIM team hopes this act will help someone achieve a new level in their flying career or help someone that is furloughed or displaced to re-enter the market. In addition, the profit from this auction will be donated to the National Intercollegiate flying Association scholarship fund to assist others that are just starting their aviation career to help keep the pipeline full of new pilots ensuring the future of our industry. Happy bidding!

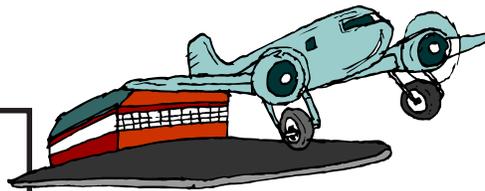
Workshop Offers Unique Ideas, continued



Teachers from the program designed and built a wind tunnel and tested it with students from Target Range Elementary school. Photo by: Will Abbot



Johanna Ciampa of Missoula helps a 5th grade student with paper airplane building. Photo by: Will Abbot



Free Airport Marking

The Montana chapter of the 99s aviation organization is looking for airports interested or in need of airport info marking (Airmarking). The 99s have historically painted many of these around the state free of charge for many years as summertime community outreach projects. These typically yellow airmarkings are often located around the main ramp areas of airports and usually include the airport name and elevation visible for pilots flying above. If you know of an airport that may be interested in welcoming the 99s to paint new markings or refresh old ones, please contact the MDT Aeronautics Division at (406) 444-2506 and let us know. Thanks!

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 2,200 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$858. This includes \$465 for postage.

Idaho Centennial of Flight marked by Proclamation, Plans for Historical Flight Re-creation

By: Steve Grant, Communications Specialist, Idaho Transportation Department (reprinted with permission)

Imagine the sight of a motorized aircraft sharing the sky over Lewiston with hawks, sparrows and doves nearly 100 years ago.

That's where a 1909 Glenn Curtiss Model D Pusher aircraft became the first powered aircraft to fly over Idaho on Oct. 13, 1910.

The memorable flight and active role of aviation in Idaho were recognized as part of a proclamation prepared by the Idaho Aviation Association and signed by Gov. C.L. "Butch" Otter in February designating October 2010 as Idaho Centennial of Flight Month.

"Since that historic flight, Idaho has been actively pursuing the use of the aircraft in public and personal transportation, tourism, agriculture, fire protection, law enforcement, natural resource management, medical evacuation and the defense of our country," the proclamation states.

"Idaho is home to many world-renowned air and space pioneers," the document indicates. "Aviation contributes over \$2 billion to Idaho's economy, creates 2,300 jobs, and connects Idahoans with resources all over the world every year."

A re-creation of that first flight is planned in Lewiston for Oct. 13. The re-creation features a replica aircraft being constructed by pilots Jim Otey and Dean Wilson in a hangar near the Lewiston airport.

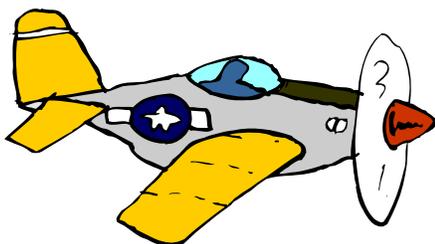
The two men, with the help of volunteers from throughout the local community, have been working on the project for more than a year and expect to have an airplane that can fly by June, pending Federal Aviation Administration approval.

Idaho offers pilots 124 unrestricted public-use airports across the state. Thirty are backcountry airstrips maintained by the Idaho Transportation Department. The U.S. Forest Service owns twenty-two backcountry airstrips and five more are privately owned but open for public use.



AOPA Pilot Planning National Parks Article

If you are planning on bringing your antique aircraft to the celebration at West Yellowstone (June 12-13) of the 75th anniversary of air mail delivery, *AOPA Pilot* editors need your help. Senior Editor Alton (Al) Marsh is hoping to find owners of antique aircraft that could be photographed air-to-air for the article. The lead aircraft for the photo formation will need to fly at a speed of at least 110 KIAS. If you are interested in assisting with the article, contact Marsh at alton.marsh@aopa.org at AOPA headquarters in Frederick, MD.



A story featuring Yellowstone and Grand Teton, and possible Craters of the Moon, will be prepared in June for publication in late summer in the Aircraft Owners and Pilots Association flagship publication, *AOPA Pilot*. The idea is to encourage pilots to visit the national parks; several additional parks will be visited by various *AOPA Pilot* writers in the course of the next year. Marsh and Fizer will stay at the Wyoming Inn in Jackson during their stay from June 10 to June 15. A separate flight using a new Husky from Driggs has been arranged for photos of Grand Teton.

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Hard Landing? It's all in the eyes!

During the approach, flare, and touchdown, vision is very important. To provide good peripheral vision and good judgment of height and movement, the pilot's head should assume a natural, straight-ahead position. The pilot's visual focus should not be fixed on any one side or any one spot ahead of the airplane, but should be changing slowly from a point just over the airplane's nose to the desired touchdown zone and back again, while maintaining a deliberate awareness of distance from either side of the runway within the pilot's peripheral field of vision.

Accurate estimation of distance is a matter of practice, and requires that the pilot be focused properly in order that the important objects stand out clearly. The distance at which the pilot's vision is focused is proportionate to the groundspeed of the aircraft. So as the speed is reduced during the flare, the distance ahead of the airplane where you should be focusing will be brought closer accordingly.

If the pilot attempts to focus on a reference that is too close or looks directly down, the reference will become blurred and the reaction will be either too abrupt or too late. In this case, the pilot's tendency will be to over control, round out high, and make full-stall, drop-in landings. When the pilot focuses too far ahead, accuracy in judging the closeness of the ground is lost and the pilot's reaction will be too slow since there will not appear to be a need for action. This will result in the airplane flying into the ground nose first.

The change of visual focus from a long distance to a short distance requires a definite time interval and even though the time is brief, the airplane will still travel an appreciable distance, both forward and down. If your focus is changed gradually, and is brought progressively closer as speed is reduced, the time interval and the pilot's reaction will be reduced, and the whole landing process smoothed out.

