



Aviation Enthusiasts Learn How to Mentally and Physically Battle the Elements

By: Courtney Hanson of Q2 KTVQ News Station, reprinted with permission

Getting stranded in Montana in the winter can be extremely dangerous and even deadly. That's why every January; the Montana Department of Transportation's Aeronautics Department puts on the Surratt Winter Survival Clinic. This year Emergency Response International instructors taught aviation enthusiasts how to physically and mentally battle the elements after a plane crash. Student Pilot Esther Suhr said, "As long as I survived the crash, I would definitely be able to survive it."

Instructor Robert Stoffel said, "When you get into a survival setting it becomes extraordinarily important that you have to say regardless, I am going to make this, I am going to survive; I'm going to do this."

Survival skills are vital, but they're only half the battle. Stoffel said keeping a positive mental attitude can keep you alive. "We try to stress the priorities and necessities of life. We put P.M.A at the top of the list, followed by shelter."

You may only have a few precious hours to turn a pile of snow into a shelter and Stoffel said smaller is better. "You live like the animals. Most animals shelters are only a little bit bigger than they are and that's what we have to keep in mind when we're building some kind of emergency action shelter."

Since seeking shelter is at the top of your priority list, tools like nylon rope and a tarp will come in handy. Other essentials to keep in your survival bag include simple fire starting tools like cotton balls coated in Vaseline, water proof matches, and a knife to chop wood. A signaling device will help you get noticed. You can use a whistle, flare, or even a mirror. And don't forget a basic first aid kit.

Suhr said her survival vest is hanging on the back of the airplane seat. "So as we're exiting, we're just grabbing it and going. It has everything we need."

But in the worst case scenario, you may only have what's on your back. "Basic shelter is certainly paramount in that instant body shelter meaning that your biggest enemy is the cold or the environment that is going to take away 98.6, which



Pictured (l-r) Kelli French and Hannah Neel, Rocky Mountain College students were among the 25 brave souls that participated in the overnight clinic. Photo Courtesy of Courtney Hanson, Q2 KTVQ News Station.

is your body temp, and when your body temp goes away you compromise virtually all of survival," said Stoffel.

Something as simple as a heavy duty garbage bag could save your life. All you need to do is cut a hole in it for your face, put it on, and you have an immediate shelter. "That was an eye opener, it was really nice to see an everyday product putting to use to save you from one of the harshest environments," said Rocky Mountain Aviation senior Hannah Neel.

Thank you to: Courtney Hanson and KTVQ, Deb Myers and the Surratt family, Skip and Brett Stoffel of the Emergency Response Institute International, Kelly Dimick of MDT Aeronautics Division and the Helena Regional Airport for hosting the ground school.

Administrator's Column

GA Serves America: Aerial Animal Tracking: For the second time in the last few months, a Montana pilot has been recognized and featured by the Aircraft Owners and Pilots Association (AOPA) in its online and printed publications. Roger Stradley and his Piper Super Cub received the well-deserved credit after more than 40 years of spotting and tracking wildlife. Stradley's father, Jim, conducted the first aerial wildlife surveys inside Yellowstone National park in the late 1940s. Roger of Belgrade has logged over 62,000 hours of flying time – that equals more than seven years of continuous flying! Stradley's work with wolves has been featured on CNN, the Discovery Channel as well as an IMAX movie. The proudest work has been with the Wolf Restoration Project which resulted in the wolf being removed from the endangered species list. Congratulations to Roger for this important work. Read the entire article at: <http://www.aopa.org/members/files/pilot/2010/february/gaservesamerica.html>

President Releases Budget: The proposed 2011 budget has been released by President Obama and includes the following highlights: airport improvement program (AIP) = \$3.5 billion, the same amount that airports have received during FY10. From that, \$100 million will pay to administer the program, \$15 million will fund the Airport Cooperative Research Program (ACRP), and \$27 million would fund airport technology research. The non-primary entitlement grant program remains the same. Essential air service (EAS) will get \$182 million, similar to the current program, and the Small Community Air Service Program will not receive any funds in the proposal. No new user fees for general aviation are included in the President's budget. As this is only a proposal, it must be approved by both houses of Congress. The proposals are often changed by the aviation committees in Congress and ultimately must be approved by the appropriations committee. Stay tuned.

General Aviation Survey Conducted: The National Association of State Aviation Officials (NASAO) has partnered with the Transportation Security Administration (TSA) to help distribute airport vulnerability assessments to close to 3,000 general airports nationwide. The survey is the result of a congressional mandate and is not based on and specific information to suggest a threat to general aviation. Surveys are asked to be completed by March 12 and are intended to assist TSA stakeholders. In Montana, 62 airports have received letters encouraging participation in the voluntary survey. TSA General Manager Brian Delauter has promised to collaborate more with the industry in moving forward. Next month, the TSA will convene a new general aviation advisory panel to include industry representatives. Delauter, a former general aviation pilot, is a refreshing addition to this important TSA position.

Airport Cooperation Research Program (ACRP) Solicitation: ACRP is soliciting problem statements to identify research needs for its FY11 program. This year the ACRP Oversight Committee (AOC) has selected a specific subject: **Airport Maintenance and Operations** as the focus area for the FY11 program. The AOC is looking for problem statements that explore the function of airport maintenance and operations. This covers the processes, use, practices, performance measures, and preservation of assets such as buildings, equipment, personnel, and other resources necessary to move people (passengers), aircraft, and commodities (cargo) through an airport system. This emphasis area involves the in-house or out-sourced application of personnel; technology, equipment, and innovation to improve practices that enhance safety and improve efficiency and effectiveness (e.g., reduce cost, maximize qualified competition, ensure open architecture, minimize proprietary limitations, and avoid early obsolescence). Problem statements



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Department of Transportation

Brian Schweitzer, Governor
Jim Lynch, Director

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Telephone - (406) 444-2506
Fax – (406) 444-2519
P.O. Box 200507
Helena, MT 59620-0507
www.mdt.mt.gov/aviation/

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Calendar of Events

February 12-13 – Flight Instructor Refresher Clinic, Helena. For further information, phone Jeanne MacPherson at (406) 444-9568 or email jemacpherson@mt.gov.

March 4-6 – Montana Aviation Conference, Hilton Garden Inn, Missoula. For further information, phone (406) 444-9580 or email pkautz@mt.gov.

March 19 - Open House at Rocky Mountain College Aviation Program, Billings. Meet the people, learn about the program, go on a free flight. Learn how to prepare for a career in aviation. Call Dan Hargrove, director of Aviation, at (406) 657-1060 to make your reservation.

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

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

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

Administrator's Column, continued

submitted should address the acquisition, operation, management, or preservation of assets that accommodate safe, efficient, sustainable, and cost-effective operation of the airport. Specific problem statements are requested where ACRP research can advance the airport industry's knowledge of and effective utilization of these assets and resources. Most submittals are 1-3 pages in length and are due April 14, 2010. More information and an outline for submissions can be found at: <http://onlinepubs.trb.org/onlinepubs/acrp/ACRP2011ProblemStatementSolicitation.pdf>



All 2010 aircraft registration invoices must be postmarked or received in the MDT Aeronautics Division's office by March 1, 2010 to avoid a penalty fee of five times the fee plus the fee. A notice was mailed to all aircraft owners on file on December 1, 2009 and a reminder on February 1, 2010. If you have an aircraft and have not received an invoice, please phone MDT at (406) 444-2506.

Aircraft Mechanic Seminar & IA Renewal Held In Conjunction with Conference

The MDT Aeronautics Division is pleased to announce the 2010 Mechanics Seminar & IA renewal will be held in conjunction with the Montana Aviation conference in Missoula.

The dates for the conference are March 4-6. The Mechanics Seminar will be held on Friday, March 5 from 8:00 a.m. to 5:30 p.m. and continue through Saturday, March 6 from 7:00 a.m. to 5:30 p.m. If you are planning to attend only the 8-hour seminar on Saturday, you must be there by 7:00 a.m. to register and attend the entire day to get the full 8-hour credit.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee is \$145. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner/entertainment, and the Saturday luncheon. Or if only attending the 8-hour Saturday session, a \$35 day pass may be obtained (no meals are included with this).

TENTATIVE SPEAKERS: Colorado Classic Aircraft-Carol Leyner; Northwest Propeller – Dick Jacob; Engine Components Inc. – Tim Morland; Kannad ELT's – Floyd Roney; Rocky Mountain Aircraft – Mitch Steinberg; NTSB – Kristi Dunks; Tanis Aircraft Heaters – Dirk Ellis; Cross Petroleum – Greg Cross; Diagnostic Solutions – Jim Ramsey; Rocky Mountain Aircraft – Mitch Steinberg; Helena FSDO; Denver FAA-ACO.

Make plans now to attend, to discuss, and learn the latest in aircraft maintenance. If you have further questions, please contact Michael Rogan at (406) 444-9590 or mrogan@mt.gov.

Airport Grants & Loans Awarded for FY2011

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

On January 21, the MDT Aeronautics Division along with the Montana Aeronautics Board gave away nearly \$900,000 in loans and grants to various Montana airports as part of its annual loan and grant program. The program, developed 17 years ago, has become a major contributor to Montana airports. At any given time, there is nearly a million dollars of Aeronautics Division funds obligated to various airport projects around the state. There was nearly \$500,000 in grants and approximately \$400,000 in loans available for disbursement this year for aviation projects around the state. Funding for this program is provided by a \$0.02 / gallon tax on fuel sold to general aviation aircraft in Montana. Although most of the money given in grants and loans each year goes to leverage 95/5 federal (FAA) match dollars for large airport construction projects, there is usually a significant percentage awarded for various smaller airport projects as well. Applications for the money are due into the Aeronautics Division around Thanksgiving each year, and the money is awarded in January or February of the following year. The nine-member Montana Aeronautics Board has sole responsibility for the awarding of loan and grant monies. This program is open to all public use entities and the money can be used for nearly any airport or aviation related project. For more information regarding the program, contact the Aeronautics Division. Here are the awards for fiscal year 2011.

<u>AIRPORT</u>	<u>GRANT AMOUNT</u>	<u>LOAN AMOUNT</u>
Baker	\$7,540	\$0
Big Sandy	\$25,000	\$25,000
Bridger	\$12,500	\$0
Chester	\$21,275	\$21,275
Chinook	\$11,825	\$0
Choteau	\$15,400	\$15,400
Circle	\$0	\$5,000
Colstrip	\$3,125	\$0
Columbus	\$3,250	\$3,250
Culbertson	\$5,000	\$5,000
Ekalaka	\$7,675	\$7,675
Eureka	\$18,421	\$0
Forsyth	\$2,500	\$0
Hardin	\$9,750	\$0
Harlem	\$2,500	\$0
Havre	\$28,850	\$28,850
Hogeland	\$12,000	\$0
Hysham	\$15,000	\$0
Jordan	\$500	\$0
Lewistown 1	\$35,000	\$35,000
Lewistown 2	\$0	\$140,000
Livingston	\$4,625	\$4,625
Malta	\$49,050	\$49,050
Miles City	\$4,500	\$4,500
Opheim	\$2,500	\$0
Plentywood	\$2,175	\$0
Poplar	\$2,175	\$0
St. Ignatius	\$20,000	\$0
Sidney	\$8,810	\$8,810
Superior	\$2,315	\$0
Wolf Point	<u>\$67,019</u>	<u>\$67,019</u>
TOTALS	\$400,280	\$420,454

The Commercial Service Airport Pavement Preservation Program was also awarded at the meeting with \$10,500 going to Billings, Bozeman, Butte, Great Falls, Helena, Kalispell and Missoula for a total of \$73,500 in pavement preservation grants.

26th Annual Montana Aviation Conference

March 4-6, 2010 – Hilton Garden Inn, Missoula

Mail Registration Form & Payment to:
 MDT Aeronautics Division - Attn: Patty Kautz
 PO Box 200507 - Helena, MT 59620-0507
 Phone (406) 444-9580 – Fax (406) 444-2519
 Email: pkautz@mt.gov

Names of Participant(s) (for badges): _____

Aviation Organization Affiliation: _____

Address: _____

City: _____ State/Zip _____

Phone _____ E-mail address _____

Register Early and SAVE!

EARLY REGISTRATION: BY FEBRUARY 1, 2010

Takeoff to Landing Package	___ @\$135/PERSON	\$ _____
(includes registration & <u>all meals</u>)	___ @\$260/PERSON/SPOUSE	\$ _____

-OR- Registration Fee	___ @\$75/PERSON	\$ _____
(includes registration & <u>free meals</u> – see note below)	___ @\$140/FAMILY	\$ _____

Thursday Luncheon	___ @\$15/EACH	\$ _____
Friday Luncheon	___ @\$15/EACH	\$ _____
**Friday Dinner/Entertainment	___ @FREE	\$ _____
**Saturday Luncheon	___ @FREE	\$ _____
Saturday Banquet	___ @\$35	\$ _____

TOTAL PAYMENT: \$ _____

GENERAL REGISTRATION: AFTER FEBRUARY 1, 2010

Takeoff to Landing Package	___ @\$145/PERSON	\$ _____
(includes registration & <u>all meals</u>)	___ @\$280/PERSON/SPOUSE	\$ _____

-OR- Registration Fee	___ @\$85/PERSON	\$ _____
(includes registration & <u>free meals</u> – see note below)	___ @\$160/FAMILY	\$ _____

Thursday Luncheon	___ @\$15/EACH	\$ _____
Friday Luncheon	___ @\$15/EACH	\$ _____
**Friday Dinner/Entertainment	___ @FREE	\$ _____
**Saturday Luncheon	___ @FREE	\$ _____
Saturday Banquet	___ @\$35	\$ _____

TOTAL PAYMENT: \$ _____

****PLEASE INDICATE IF YOU WILL ATTEND THE FREE FRIDAY DINNER/ENTERTAINMENT AND FREE SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON/SPOUSE AND FAMILY RATE INCLUDES 2 DINNER/ DANCE AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$35.00 DINNER/DANCE AND \$15.00 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUNT IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.**

Refund Policy: Full refunds for cancellations will be given until February 1, 2010. From February 1 through February 19 the registration fee less \$50 will be refunded. **After February 19**, no refunds will be given. If you cannot attend, you may transfer your registration to another person in the same registration category.

Montana's F-89 Scorpion Will Fly Again

By: *Jeanne MacPherson*

Helena's F-89 has found a new home at the Bellingham International Airport Heritage Flight Museum in Bellingham, Washington. The Heritage Flight Museum maintains a collection of flyable World War II, Korean and Vietnam era aircraft.

The Heritage Flight Museum's recovery team came to Helena in October of 2009. The team disassembled the F-89 Scorpion and transported it to Bellingham. The aircraft has been reassembled and the restoration process has begun. You can follow the process on the Heritage Flight Museum's F-89 blog. The address is: <http://f89restoration.blogspot.com/>.

Cliff Higgins, a native Montanan and a Helena pilot with over 17,000 hours of flight time, played a big part in the F-89's history. Cliff began his flying career in January 1953 and by April of that year he was a private pilot. Cliff started his Air Force flight training in July 1953. He achieved his wings and a commission with the Air Force in October 1954. By that time the Korean War had ended and Cliff was to finish his Air Force commitment by flying with the Montana National Guard at Gore Hill.

Cliff flew for the Montana National Guard for 11 years. The first two years he flew the F-86. After that he mainly flew the F-89 Scorpion, the very same aircraft that is currently being restored at the Heritage Flight Museum.

Cliff said that the F-89 had the best instruments for flying in instrument conditions that he has ever flown. But according to Cliff, the Scorpion was underpowered and slow. Cliff remembers very well one cross country flight to Portland, Oregon. Salt Lake Center (SLC) Air Traffic Control had the F-89 flight on radar. When Cliff was over Mullen pass he heard a United Airlines flight give a position report to Center. At that time, Cliff in his Scorpion was 20 miles ahead of the commercial jet. Just minutes later when Cliff was over Spokane, the Air Traffic controller reported that the United Airline's flight was 100 miles ahead of the F-89. At last report, when the passenger plane was on approach to Seattle, Cliff had only reached Ephrata, Washington!

Another memorable adventure occurred when Cliff was piloting the F-89 on a practice intercept flight over the Highwood Mountains. His radar observer reported that they had an electrical fire in the radar set. Cliff knew that they had too much fuel on board and that they were too heavy to land at Gore Hill. The F-89 has wingtip fuel tanks with dump valves that allow the tip tanks to be emptied in flight. The right wingtip fuel was dumped; the left tank did not dump. So Cliff put on the speed brakes and both after burners and flew the F-89 with the throttle wide open to burn the fuel. It worked, and they landed safely at Gore Hill.

After his Air Force commission, Cliff spent 30 years flying as Chief Pilot for Fish, Wildlife and Parks in the cockpit of many aircrafts from Super Cubs, Cessna's, helicopters and several twin-engine aircraft. This is another flying chapter for the newsletter. For now, you will find Cliff flying his Kitfox Speedster out of the Helena Regional Airport.



Cliff Higgins in front of the F-89 Scorpion. Photo courtesy of: Heritage Flight Museum, www.heritageflying.com, photographer, Lyle Jansma.

Some additional Montana F-89 history: On March 14, 1960 the 120th Fighter Intercept Group received the first F-89 J Scorpion aircraft. The all weather F-89 Scorpion fighter-interceptor was the only model of jet to have fired a live nuclear Genie air to air rocket during a test flight at the Nevada test range. The actual aircraft that fired the rocket is on display at the 120th Fighter Wing's Heritage Field located near the Great Falls International Airport.



The F-89 Scorpion. Photo courtesy of: Heritage Flight Museum, www.heritageflying.com, photographer, Lyle Jansma.

Remember to Close Your VFR Flight Plan

General aviation flying comes with its delights and its risks. We have the joy of traveling from point A to point B, for business, for pleasure or just for that famous hamburger. Along with the joy comes the risk of an unforeseen event, such as a change in the weather, a mechanical interruption, or an ill passenger. Safe and proficient pilots generally manage these events quite well.

What's more, we have an insurance plan for VFR flight and it's called filing a flight plan. Filing a VFR flight plan is recommended as a good operating practice because it comes with built-in protection known as Search and Rescue (SAR). That is the sole purpose of a VFR flight plan.

What pilot wants to make that great off-airport landing and then have to spend a freezing night in the airplane because no one knows where you are! File your flight plan, activate it, and then close it after landing. And, in today's world of cell phones, it's easier than ever to call 800 WX BRIEF (800-992-7433) and close your flight plan.

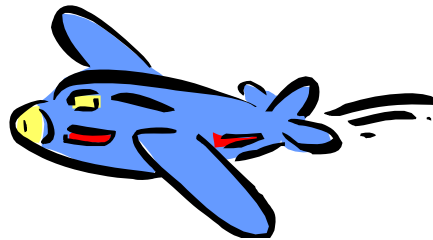
Last month, we asked you to give us your strategies for remembering to close a flight plan. We asked, because there has been an increase of incidents where flight plans are activated but not closed.

One thing pilots do well is focus. We focus on the task at hand and it's easy, once a flight is completed and the aircraft is tied down, to move our focus to the next task – while forgetting to close our flight plan.

There was a remarkable consistency in your ideas. It was – interrupt your focus on the next task to ensure the flight plan has been closed. Here are the top four suggestions.

- Place a note on your car ignition or steering wheel
- Set the alarm on your cell phone
- Put your watch on the other wrist
- Put your wallet or your car keys in a different pocket

In other words, interrupt the start of the next task with a reminder to close the flight plan. Whatever strategy or method you use, don't forget to close your VFR flight plan!



Avian Plus Deters Pest Birds with Pleasant Scents

Bird-B-Gone, Inc. introduces Avian Plus, a bird hazing system that uses natural scents to deter pest birds from enclosed and semi enclosed areas such as airline hangars, warehouses, storage facilities, loading docks, big box stores and more. Avian Plus is a small, wall mounted unit that emits a non-toxic, non-allergenic scent into the air that is pleasing to humans and unbearable to birds. It makes buildings smell good, while keeping pest birds away. The natural scents make pest birds feel unbalanced - creating an environment they will want to avoid. Avian Plus is ideal for keeping pest birds from roosting or nesting in indoor rafter areas.

Avian Plus was developed by the aerobiology and infection control unit at Prolitec, Inc. - world leader in innovative air treatment technologies. Avian Plus is an "always on" system which works continuously to produce an invisible vapor and maintain a constant level of hazing scent. Avian Plus leaves no residue and uses significantly less liquid than other fogging or hazing systems. Each unit is computer controlled and can be programmed to fit the size/space of any area. Avian Plus is available in two sizes to serve spaces up to 250,000 cubic feet per unit. Avian Plus is the most advanced hazing unit available, the scent being distributed is not a pesticide and is safe and humane to use for pest bird problems.

To learn more about this innovative new product, please contact Bird-B-Gone at (800) 392-6915, visit them online at www.birdbgone.com, or email them at nobirds@birdbgone.com.

Aeronautics Division
Montana Department of Transportation
2630 Airport Road
PO Box 200507
Helena, Montana 59620-0507

February, 2010

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Register Now for 2010 Aviation Conference!

The 2010 Aviation Conference is right around the corner. A conference program is posted on the MDT website at www.mdt.mt.gov/aviation/. For those who haven't registered, there is still time. A registration form can be found on our website or on page 5 of this newsletter. Those who pre-register are eligible for a special drawing that is held at Thursday's lunch. You need not be present to win.

This year's Exhibit hall is sold out with 53 exhibitors available to answer any questions you may have regarding their products or services.

Thursday's kickoff luncheon will feature Missoula Mayor John Engen. Before serving as mayor, Engen served a term as a city council member, was an award-winning writer and editor for the city's daily newspaper, owned and operated his own small business and volunteered for a variety of Missoula's non-profit organizations, concentrating on human services. As an amateur auctioneer and emcee, Engen has helped raise hundreds of thousands of dollars to help our friends and neighbors in the community.

Friday's luncheon will feature Dolan McDonald. McDonald is a qualified Leadplane pilot, smokejumper copilot, and back-country pilot for the US Forest Service based in Missoula. Prior to joining the Forest Service in 2002, he was an airtanker copilot on the P-3 Orion and Douglas DC-4 for five years. Dolan was a crew chief in the USAF working on A-10 and F-4 aircraft in Germany where he earned his A+P and private pilot certificate. He achieved his advanced ratings and graduated with a Bachelor of Science Degree in Aeronautical Science at Embry-Riddle Aeronautical University in Prescott, Arizona in 1991. Dolan and his fellow Forest Service pilots spend most of the year fighting wildland fires from Florida to California to Montana.

Along with great luncheon and dinner speakers, the concurrent sessions this year offer a great variety for anyone planning to attend.

For further information please call Patty Kautz, conference coordinator at (406) 444-9580 or email pkautz@mt.gov.