



Butte to Host 2013 Conference!

Plans are underway for the 2013 Montana Aviation Conference that will be held in Butte, February 28 – March 2. The conference will take place at the newly renovated Copper King Hotel & Convention Center. Reservations can be made by calling (855) 681-5020 or (406) 221-7070 reference Aviation Conference to receive your conference rate of \$86.00 plus tax. Reservations must be made prior to **February 18, 2013** in order to guarantee the group discount.

In true Butte style, the committee is working hard to ensure this year's conference has top notch speakers, great entertainment, delicious food, and a good time for all who attend.

Friday's luncheon speaker will be Commander Gerald "JR" Hansen, a native of Butte. He started his aviation career with a scholarship from MT Aeronautics in his senior year of high school in 1989. It covered the cost of flight training at Butte Aviation up to his solo. He was then able to finish his Private Pilot License prior to leaving for college and the rest as they say is history.

CDR Hansen entered the Navy in 1993 after receiving his commission from NROTC at the University of Washington. He was winged in 1996 at NAS Meridian, MS and flew combat missions in Iraq on deployments from USS John Stennis and USS Dwight Eisenhower flying the F/A-18. He attended U.S. Naval Test Pilot School in 2000/2001 and then served as a Test Pilot conducting developmental tests on F/A-18E/F Super Hornet and experimental research flights on X-31 aircraft. He was an F/A-18F squadron Operations Officer on USS Abraham Lincoln, F-16 Adversary Instructor Pilot at the Naval Strike and Air Warfare Center in Fallon, NV and an F/A-18 squadron Commanding Officer on USS George Washington.

His current assignment is the Military Lead for F/A-18 Advanced Systems Development at the Naval Air Systems Command in Patuxent River, MD. CDR Hansen feels that any success that he had in the Navy was a direct result of the opportunity that scholarship provided him as a young student at Butte High School.

This year's conference will again offer the aviation mechanic IA renewal course and teacher workshop in conjunction with the conference. Stay tuned to future newsletters for more information on these courses.

A registration form will be available in next month's newsletter but in the meantime "Save the Date" and reserve your room so you don't miss this spectacular aviation event!

For further information on the conference please contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.



Administrator's Column

Gone West: James "Bruce" Putnam, Billings passed away last month after a hard-fought battle with cancer. Bruce began service to the Billings airport in 1977 and retired in 2006 as the Director of Aviation and Transit after a very successful career. He was well-respected amongst his peers; serving as President of the Montana Airport Manager's Association (MAMA) and as the National President of the American Association of Airport Executives (AAAE). Bruce will be remembered as "huggy bear" – always greeting friends with a huge "bear hug!" Our sincere sympathy to Bruce's wife Marsha, his daughter Jodi, son-in-law Steve, grandsons Logan and Ethan and his entire family. Rest in peace my friend.

Congratulations Lightspeed Aviation Foundation Winners: The Recreational Aviation Foundation (RAF), Civil Air Patrol (CAP), Mission Aviation Fellowship, the Ninety-Nines and JAARS have been selected for the Lightspeed Aviation Foundation "Pilot's Choice Award." The organizations will each receive a \$10,000 grant. RAF president John McKenna said, "this money will go a long way toward our mission of preserving recreational aviation destinations." He extended his appreciation to Lightspeed, of Oswego, OR, a manufacturer of high-end headsets for their continued and generous investments in aviation. The RAF, CAP, Mission Aviation Fellowship and the Ninety-Nines all have a presence in Montana, supporting our great state and the mission of their respective organizations. Cheers and thanks to each organization for all that you do.

Medical exemption request: More than 16,000 comments were received in response to the third-class medical exemption request; one of the largest totals for any public comment period involving GA activities. Comments will be reviewed by the FAA. The proposal was offered jointly to bring more people into aviation while keeping a high standard of safety for pilots. The petition asks that pilots be able to fly fixed-gear, single-engine airplanes of 180 hp or less carrying no more than one passenger in day VFR using a valid driver's license as evidence of medical qualification. The exemption also would create an online aeromedical training course that each pilot must complete that will test retention of the course material.

AOPA's Airport Support Network (ASN) volunteers needed: A very successful program to promote and protect airports across the country is in need of volunteers. AOPA ASN volunteers help establish and promote effective communication between your airport sponsor and AOPA members. The volunteer helps promote general aviation and offers assistance to the sponsor and users on a variety of airport and aviation issues. Many Montana airports are in need of an AOPA ASN volunteer. If you are interested in serving or know of an individual that might be interested please let me know or contact David Ulane, our AOPA Northwest Mountain Regional Manager at David.Ulane@aopa.org.

Congratulations: Ben, Janine and the entire Summit Aviation team for being one of five flight schools to receive the Flight Training Excellence Award for Outstanding Flight School. See more about this prestigious award on page 8.

**Joy...Happiness...Health...
All these and many more wishes for you!
Happy Thanksgiving...**



Montana and the Sky
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Calendar of Events

January 11-13, 2013 - Surratt Memorial Winter Survival Clinic. For further information contact Dave Hoerner (406) 444-9568 or email dhoerner@mt.gov.

February 8 & 9, 2013 – Flight Instructor Refresher Clinic. For further information contact Dave Hoerner (406) 444-9568 or email dhoerner@mt.gov.

February 28-March 2, 2013 – Montana Aviation Conference. Copper King Hotel, Butte. For further information contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.

Now is the Time to Prepare

By David J. Hoerner

After being out in the zero degree temperature for two hours, the cold won the battle and I shivered to fight off the inevitable. I was in Lethbridge at a grandson's football game and had on three layers of the best winter clothes I own. Standing out in the cold gave me time to reflect on how fragile humans are when the temperatures drop.

This gave me time to reflect on surviving an aircraft accident during the cold winter months. There are so many variables, including being dressed for the immediate cold. In a small aircraft cabin, being heavily dressed isn't always possible.

But if you happen to crash land and survive intact, gathering and putting on your winter clothes might be next to impossible, especially if injuries prohibit mobility. It would be wise to dress for the unexpected. If everyone in the airplane dresses for cold weather the cabin temperature can be kept lower for comfort.

Being rescued is the next priority. An emergency landing in the rugged and brushy mountains of the west can hide you and your airplane forever. A recent Boy Scouts expedition found an airplane that had been lost for more than twenty years. As pilots it is our responsibility and duty to do everything possible to survive an aircraft emergency landing and then be found quickly.

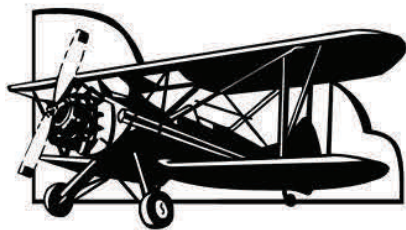
First, have you filed a flight plan and given details about the route and expected landing locations? Second, do you have a 406 ELT in the aircraft and a Personal Locator Beacon (PLB) attached to your person?

There are many stories of pilots only having what they have on when evacuating their crashed airplane, make sure the PLB goes with you. If you have either of these make sure to register them immediately. Believe me when I say it will be a great comfort knowing these devices will let us know who you are, where you are and relatives to call. Rest assured rescue is on its way.

Take a few seconds to put yourself into this scenario. You've crashed landed in the bottom of a deep mountain canyon with your family. Everyone survived with injuries. However, you didn't tell anyone that you were going to make a short flight from Kalispell to Spotted Bear. You've flown this route many times and only have a couple of mountain ridges to cross over before letting down to the back country airstrip. In the past you always overlook the fact that an engine failure was possible in the short twenty minute flight. But as darkness approaches and the temperature drops you come to grips with the fact that no one knows where you and your family flew to. The old 121.5 ELT might be emitting a signal, but it was damaged, so doubtful. As the dark overwhelms the light you realize the money you saved by not buying better survival equipment means absolutely nothing.

Now is the time to prepare for the unexpected. We still have room available at this year's Winter Survival Clinic. The program will be held on January 11-13 in Marion. You will gain experience and build confidence that could make the difference in an emergency situation.

Information is on the MDT Aeronautics web page <http://www.mdt.mt.gov/aviation/> or call (406) 444-2506 for information.



Soaring to New Goals & Distance Record Flights

By Sterling Starr

This spring I reviewed the possibilities for soaring achievements remaining to me in my soaring career, considering the local weather possibilities, the availability of towplanes, the performance capabilities of my LS-6c sailplane, and even the ramifications of my slowly advancing age. I concluded that the principal objectives still of interest included setting a new Montana State free distance record for a flight starting in Montana, to exceed the present record of 343 miles set in 1973. And it also seemed reasonable to pursue the existing Montana State record of distance to a declared goal, existing at 170 miles. Perhaps these could both even be done on the same flight! These records are for Open Class, for which I could use the 17.5 meter tips on the LS-6c, but without using water ballast would also qualify for Sports Class records.

On Monday, August 6, I observed that conditions out of Montana to the southeast looked promising for a substantial distance flight. Good tailwinds could be expected, and thermal heights looked to be 14-16,000 ft. along a route from Bozeman to Torrington, WY.

Ursula Howland of Greg Mecklenburg's commercial soaring operation in Bozeman would serve as tow pilot and soaring buddy Butch Pannage would serve as retrieve crew, SSA Governor and record keeper.

Butch and I drove to Bozeman Airport, and with Ursula's assistance, we set up and prepared for flight! I declared Gosney airport, 250 miles away, as my goal, planning for possible over-flight beyond that goal for extended free distance.

Ursula's tow by Pawnee was to 8,400 ft. over the Bridger Mountains to the east of Bozeman, release was in the famous Mecklenburg thermal! My declared start point was over the "M" at the south end of the Bridgers. But the Bridgers were clear of cumulus, with the nearest good cumulus clouds 10 miles east at about 14,000 ft. So near mountain top height I worked south and went through the start point, went back to near release and finally found lift going higher, out of which I turned east, got to 14,000 ft. under cumulus clouds, and was on my way!

I reached the Gosney goal at 5:00 p.m., averaging some 120 mph for the last 80 miles! I carefully nailed the declared goal location, flying through the point at about 14,000, using GPS instrumentation, and decided it looked good enough ahead that a considerably longer flight was possible. I told Butch of my plan and headed toward Casper. From there, it was a long 15 minute glide to near Douglas, WY, and then I worked lift until near Glendo, WY. Looking ahead, I could see that I was about to move into a calm stable setting sun air mass. I pulled up Torrington, WY on the glide computer and determined I had about 1,500 ft. above glide slope to reach it. Winds aloft had dwindled to insignificance. Setting out on final glide, there were about 55 miles to go. The air was smooth, with some slight rising and sinking undulation. Forty minutes later, I arrived at Torrington airport 2,000 ft. above pattern altitude, and advised traffic on Unicom of my pending arrival.

I was so stiff after six hours in the cockpit I could hardly get out of the glider! I pushed the glider on to the ramp, there was not a soul around. Several minutes later I noticed a hang-



Pilot Sterling Star with his sailplane. Sterling is an aeronautical engineer that retired to Billings 19 years ago. He has been flying sailplanes competitively for 60 years, setting one National record and now 32 Montana State records, he flies out of Columbus being towed by Allen Rickman, and out of Bozeman with Greg Mecklenburg's operation. He also owned a Comanche which until selling it two years ago. After this flight Sterling decided at age 82 to retire from soaring.



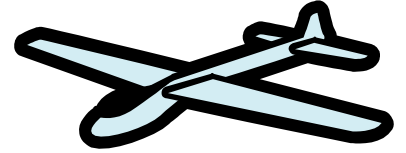
Sterling's good friend Butch Pannage served as retrieve crew.

ar door opening, and there was Dean McClain, owner/operator of Ag Flyers crop sprayers, who had bought my Comanche two years ago! Dean, recognizing me, was amazed to see me! He invited me to stay at his home, took me to town for a tour of possible eateries, and loaned me his truck for use until departure.

This flight, now homologated, set a new Montana State declared goal record of about 251.6 miles and a free distance from release record of 427 miles, for Open Class. With a handicap of 0.873, the equivalent Sports Class record distances are 219.6 miles and 372.8 miles. It was made possible by having Butch Pannage volunteer to take time off from other activities to be my crew for two days, and having available Greg Mecklenburg's commercial glider operation in Bozeman, with Ursula Howland as tow pilot! Thanks to all for helping make such soaring possible in beautiful Montana!

Airport of the Year Nominations Requested

The MDT Aeronautics Division is soliciting nominations for our annual "Airport of the Year" award. To nominate an airport, send some brief background information of why you think your favorite airport is deserving of the airport of the year. Nominations will be accepted by any individual or entity and will be accepted through the end of the year. MDT Aeronautics will collect the nominations and the winner will be selected and notified in January. Public recognition along with the formal award will be presented to representatives of the winning airport during the Montana Aviation Conference awards banquet in Butte on March 1. Nominations can be sent to any of the following: MAIL: MDT Aeronautics Division, Attn: Debbie Alke, P.O. Box 200507, Helena, MT 59620-0507 EMAIL: dalke@mt.gov FAX: (406) 444-2519.



Congress Enacts Pilot's Bill of Rights

Congress enacted the Pilot's Bill of Rights, Public Law 112-53, 126 Stat. 1159 on August 3, 2012. The Pilot's Bill of Rights requires the Federal Aviation Administration (FAA) to provide certain written notifications to individuals who are subject of an investigation relating to certificate actions.

When the FAA receives an application for airmen certificates, ratings, or inspection authorization it is considered an FAA investigation of the individual's qualification to hold the airmen certificate. Because these investigations are not to determine whether a violation exists, the Pilot's Bill of Rights only requires that written notifications be sent.

If you send an application for an airmen certificate, rating, or inspection authorization to the Helena Flight Standards District Office (FSDO) you will receive a Pilot's Bill of Rights Written Notification of Investigation. Included with this document is an Acknowledgement of Receipt of the Notification. You will need to complete and sign the acknowledgement and return it to the Helena FSDO.

More information on the requirements for written notification can be found on the internet at <http://fsims.faa.gov>. Use the Publication link, find Notices under the active publication and then look for Notice 8900.195.

If you have questions or concerns, you can contact the Helena Flight Standards District Office at (406) 449-5270.

Name That Asteroid Contest

The Planetary Society, the University of Arizona, and MIT's Lincoln Laboratory, are sponsoring an official "Name That Asteroid" contest as a part of a public awareness program to promote NASA's Osiris-REx mission to bring back a sample of what is currently called Asteroid 1999-RQ36. The mission is scheduled for launch in September 2016, should encounter the asteroid in October 2018 and return to the Earth with a sample of the asteroid in September 2023.

The contest is open to all students under the age of 18 as of the contest entry deadline on Sunday, December 2, 2012. However, all contest entrants must be sponsored by a parent, teacher, or youth program leader, who is an adult and who will submit the official entry form on behalf of the student(s) or youth program member(s). All entries to the Name That Asteroid contest can be taken from the mythology of any culture on Earth and must comply with the naming guidelines established by the International Astronomical Union (IAU), which has the sole authority to name celestial objects. Names submitted for entry must not be more than sixteen characters long and should also include a justification for the name that is not more than 900 characters long, or about two to three sentences in length. Names that are not taken from mythology may also be submitted, however, they are less likely to be accepted for consideration by the IAU. At present, only about 5% of the asteroids have officially been named. A list of these names can be found at the Name That Asteroid contest website. This list should be reviewed to avoid submitting names that have already been used to name other asteroids.

The grand prize winner will have the honor of naming a piece of our solar system! He/she will also take part in a live, public video conference with the OSIRIS-REx mission team and will also take part in a "Google plus hangout" with Bill Nye, The Science Guy, executive director of the Planetary Society. The grand prize winner and runners up will receive a prize package of OSIRIS-REx mission collectibles such as mission patches, posters, and OSIRIS-REx educational materials to share at school or with their youth program. The grand prize winner and runners up will have their pictures and submissions posted on the Planetary Society website.

IAU naming guidelines are at the contest website at: www.planetary.org/get-involved/contest/osirisrex. To learn more about OSIRIS-REx visit the official mission website at: www.osiris-rex.lpl.arizona.edu.

Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to Montanans to help defray costs of education (i.e., flight instruction, A&P, etc.) and will be presented during the 2013 Montana Aviation Conference in Butte. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. **The same letter can be submitted but applicant must submit one copy addressed to each individual scholarship they are applying for.** Letters of application **must** include a **mailing address and daytime phone number.** If you are selected to receive one of the scholarships your photo will appear in the 2013 Montana Aviation Conference Program, **please include a photo with your applications for this purpose (only one photo necessary).** Letters should be mailed to: Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. **Letters must be post-marked on or before January 7, 2013.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established this scholarship of \$250 in 1997 in 2010 two more anonymous donors contributed an additional \$250 each creating a \$750 scholarship.

AOM Flight Training Scholarship – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

Blue Goose First Generation Flight Scholarship – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

EAA Helena Chapter 344 Scholarship – The EAA Helena chapter is offering a \$500 scholarship to help defray the cost of school for a 2nd year A&P student.

Harold Hamm Scholarship – Harold and Zola Hamm were the anonymous donors that established the first \$250 A Love of Aviation (ALOA) Scholarship in 1993. With the passing of Harold on September 1, 2006, Zola decided to rename the scholarship the “Harold Hamm Scholarship” in honor of her husband of 19 years. Zola offers this \$250 scholarship in memory of Harold’s strong passion for aviation.

Montana Antique Aircraft Association (MAAA) Scholarships – MAAA is offering two \$1,000 scholarships to help defray the costs of flight instruction.

Montana Pilots Association Air Safety & Education Foundation Flight Training Award - This scholarship is open to a person who has a considerable interest in aviation. The \$750 scholarship is to be used for flight training.

Montana Pilots Association Junior Pilot Award – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$750 scholarship.

Morrison Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$500 scholarship as a token of appreciation to the aviation community.

Mountain AirDance Flight Training Scholarship: Jeanne MacPherson and Bill Gallea offer this \$750 scholarship to an active pilot who desires to pursue advanced training, such as tailwheel endorsement, mountain flying, aerobatics, or a higher rating.

NW Montana Youth Aviation Scholarship: The Flathead Hangar is offering a \$750 scholarship to financially assist a student pilot with the cost of flight instruction. Student pilots 16 to 21 years of age from NW Montana* are eligible to apply.
* includes Flathead, Sanders, Lake, Lincoln, Mineral, and Missoula counties.

Parrott Family Scholarship – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

Theresa (Nistler) Colley Scholarship – Mountain AirDance Flight Training (Jeanne MacPherson and Bill Gallea) and Vetter Aviation (Brent and Rosie Vetter) offer this \$500 scholarship in memory of Theresa (Nistler) Colley who passed away from Leukemia (AML) in February, 2012. Theresa loved flying and was working toward her private pilot certificate. This scholarship will be awarded to a student pilot who is working on getting their private pilot rating.

Justin Sands Designs UAV Aircraft

By David J. Hoerner, Bureau Chief, Safety & Education

In 1989 Justin worked at my FBO in Kalispell as the line person. He was one of those young men who couldn't sit still. I made sure he always had something to do, but it wouldn't be long before he was asking for more.

He made time for his flying lessons and was one of those student pilots who was a natural and usually only had to be told once how to perform a maneuver.

While on a weekend 4-wheeler outing his machine rolled over backwards and landed on him. The accident damaged his lower spine and induced paralysis from his waist down.

His injury didn't slow him down in the least. He graduated at Flathead Valley community college in 1995 and gained an Industrial Design Degree in 1997.

Boeing Aircraft hired Justin to work in the Engineering Model Lab and he helped build models for the Joint Strike Flight Ex 32 fighter Aircraft.

After five years he moved back to Kalispell and purchased the Fixed Base Operation at the city airport. His love for flying was stronger than ever and in 2010 Justin earned his private pilot's license in his Cessna 182RG with hand controls.

His hobby of designing, building and flying RC airplanes grew until he designed and competed with RC Jet Model Aircrafts.

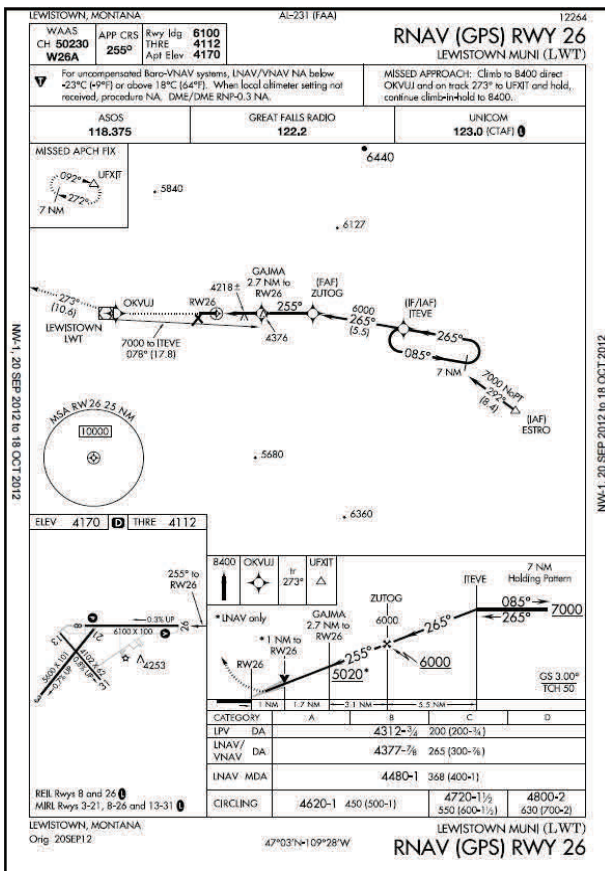
Justin was approached by Don Bintz, the founder of Unmanned Systems, to help develop a new UAV to assist in training pilots to fly unmanned aircraft. The original design was a high wing aircraft that was inadequate.

The aircraft the company is presently working with (the Sandstorm) is Justin's design and he built the prototype in his hanger.

Congratulations Justin on all your accomplishments and achievements!



Lewistown LPV Approach Published



Good news -- the Lewistown LPV approach has been published effective September 20, 2012.



MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696. MDT produces 1,800 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$702. This includes \$483 for postage.



Summit Aviation Inc. Receives Award



During the annual AOPA (the Aircraft Owner's and Pilot's Association) meeting in Palm Springs, CA, Summit Aviation was one of five flight schools to receive the Flight Training Excellence Award for Outstanding Flight School.

The award was created to recognize flight schools that contribute to an optimal training experience and encourage flight training best practices. They are based on AOPA's flight training student retention research that identified 47 distinct elements that contribute to the best training possible.

Ben Walton, Summit Aviation owner said, "I am proud to accept this honor on behalf of our team of top-notch professional staff and instructors, and especially our Chief Instructor Janine Nunes, who spearheaded our growth with Montana State University and with the Veterans' Administration, which allows for the training of Veterans looking to pursue a career in aviation to use their benefits."

In addition to providing flight training for MSU's successful Aviation Degree Program, which has experienced 75% growth in the past two years, Summit also provides individually-tailored flight training and specializes in mountain flying courses which are led by Summit founder and mountain flying expert, Ben Walton.

Summit flies state-of-the-art Diamond airplanes which feature the latest avionics, carbon fiber airframes, and highly efficient Jet fuel powered engines. Diamond airplanes have proven to be the safest training aircraft in the world with the lowest mishap rates of all general aviation aircraft.

Summit Aviation also encourages public outreach to build the flying community with summer day camps for students, the EAA Learn to Fly Day, and open house days. Summit Aviation is an FAA approved flight school, aircraft charter and sales company located at Bozeman Yellowstone International Airport.

The AOPA award committee received over 2500 nominations for this award.