



Taking Flight

By Perry Backus – originally published in Ravalli Republic, reprinted with permission

Heidi Irene Heiland. Born Oct. 20, 1993, 8 pounds, 0 ounces, blond hair, blue eyes. And I was born to fly. - from Heiland's autobiographical sketch.

She told her mom years ago that this was to be the day.

It didn't matter if school was in session. It didn't matter if it was raining cats and dogs. It didn't matter if the world was on fire. Heidi Heiland had waited long enough.

Tuesday, was her 16th birthday. It was the first day that she could legally fly solo in an airplane. It was the day she'd been dreaming about ever since she'd taken her first introductory flight at 14.

"She's said for a long time now that she was going to solo on her 16th birthday," said her mother, Barb. "I told her she'd have to miss school and asked if we couldn't do it on the weekend.

"She told me 'nope, this is the day.'"

And this wasn't going to be the typical simple first solo flight in a trainer plane that most beginners choose.

The Darby teenager planned to fly five very different airplanes on the same morning. It was feat that her instructor believes had never happened before in Montana and perhaps the country.

"I checked with the FAA. I checked with everybody I could think of and I couldn't find anyone who knew of someone who had soloed five different airplanes on their 16th birthday," said Cliff Walters. "It's hard enough to solo one on your first time."

Walters has been training pilots for 45 years. He said he'd never seen someone with such natural talent.

And so before the small group of family and friends gathered at Northstar Aviation at the Hamilton Airport early Tuesday morning to watch, Heiland climbed aboard the Cessna 152 trainer to start her possible history making feat.

Her grandmother, Janice Heiland, was amongst the well-wishers who turned out to watch. She admitted it all made her a little bit nervous.

"I've only been in an airplane one time before in my life," Janice Heiland said. "This is the first time that I've ever seen her fly. The first time that I saw her take off this morning, I thought 'oh my gosh, this is really happening.'

"She seems to be a natural at it," she said. "I don't know why - because none of us had any experience with that - but she sure is good at it."

A few minutes later, Heiland lands and climbs out of that first airplane to a round of applause.



Heidi with the five different airplanes she soloed in on her 16th birthday!

The next aircraft is a Cessna 172. It's heavier and has more horsepower than the first.

Walters stands at the end of the runway and watches her set it down on the tarmac without some much as a bounce.

"Oh, oh, oh. Look at that. Look at that," Walters quips as he watches his student touch down. "That was a beautiful landing.

"There are pilots who would give anything in the world to make a landing like the one you just saw," he said. "She just has that touch, that feel."

Only a pilot or a student will truly understand what Heiland is accomplishing here today, Walters said. Each one of the airplanes she flies is very different in the way it handles and performs.

"This is really incredible," he said.

Administrator's Column

Governors/AOPA meet: AOPA

President Craig Fuller met recently with a group of governors to discuss issues relating to states including: critical infrastructure investment; the importance of small airports; and the important role states play in supporting the national air transportation system. "By investing in airports and other aviation infrastructure at the state level, governors can do their part to make sure the air transportation system continues to serve Americans in communities of all sizes in their states and beyond, said Fuller." Montana Governor Brian Schweitzer participated in the forum.

Good job: The Great Falls Air Traffic Control Tower was honored by the Federal Aviation Administration (FAA) as the nation's only tower to achieve a million error-free operations this year. Only three airports have achieved this accomplishment in the last five years. The error-free record dates back to 1996 and amounts to an average of 210 safe operations each day. This include flights by all aircraft using the facility and also any flyovers within 40 miles and 13,000 feet of Great Falls. Congratulations to Jim Hantz, Great Falls Air Traffic Manager and all of the air traffic controllers at the Great Falls tower!

TSA Update: Brian Delauter is the new general aviation manager for the Transportation Security Administration (TSA). Brian has been a pilot since the age of 16 and flew previously for Northwest Airlines. He has been with TSA since its inception, serving most recently as the federal security director for the Savannah, GA airport and seven others in Georgia and South Carolina. I had the opportunity to meet and hear from Brian recently and liked what I heard. Regarding the Large Aircraft Security Program (LASP) proposal revisions are expected soon and Brian said that the majority of operators are currently doing what will be required by the rule. On to badges: Delauter said this security directive was "improperly interpreted by some airports" and has been clarified. The TSA is also in the process of creating a GA Aviation

Security Advisory Committee to include industry members. This appears to be a positive move for TSA with hopes that communication from headquarters will improve. Congress is currently conducting confirmation hearings on President Obama's nominee, Errol Southers, to head up the TSA.

Transportation Research Record: The Transportation Research Board (TRB) has recently released its research record for 2009. The report includes 16 papers on a variety of aviation-related topics including: framework for collecting online airline pricing data; quantifying the relationship between airline load factors and flight cancellation trends; a modeling framework for airline competition in the U.S. domestic network; framework for airport terminal planning and more. This is a great resource for issues of interest to airports. Check out TRBs website at: www.trb.org and to specifically access the research record for 2009 go to: <http://trb.metapress.com/content/m2t774173608>

Incredible! Heidi Heiland recently soloed five different aircraft on her 16th birthday. What an amazing goal and accomplishment and a delight to have this young lady as a role model for future young aviators. Congratulations to Heidi and to her instructor Cliff Walters. Pictured below are Heidi and Cliff with the Piper 140, her third solo plane.



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Calendar of Events

January 15 -17, 2010 – Winter Survival Clinic, Helena. For further information, phone Jeanne MacPherson at (406) 444-9568 or email jemacpherson@mt.gov.

January 20-21, 2010 – Aeronautics Board Meeting, Helena. Loan and Grant allocations. For further information, contact Patty Kautz (406) 444-9580 or email pkautz@mt.gov.

February 12-13, 2010 – Flight Instructor Refresher Clinic, Helena. For further information, phone Jeanne MacPherson at (406) 444-9568 or email jemacpherson@mt.gov.

March 4-6, 2010 – Montana Aviation Conference, Hilton Garden Inn, Missoula. For further information, phone (406) 444-9580 or email pkautz@mt.gov.

March 19, 2010 - 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.

Plan Now to Attend the 2010 Montana Aviation Conference!

Plans are underway for the 2010 Montana Aviation Conference that will be held in Missoula at the Hilton Garden Inn March 4-6. A registration form and much more information will be included in next month's newsletter, but it's not too early to make your room reservation.

Rooms have been blocked at the Hilton Garden Inn, 3720 North Reserve Street, Missoula at a conference rate of \$91 plus tax. Please phone (406) 532-5300 or (877) STAY HGI, reference Montana State Aviation Conference when making reservations.

Rooms have also been blocked at the Hawthorne Suites – 5145 Airway Blvd., Missoula at a conference rate of \$84 plus tax. Please phone (406) 541-3600, reference Montana Aviation Conference when making reservations.

Reserve Your Room Today – Reservations must be made prior to February 1, 2010 in order to guarantee the group discount!!!

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

Airport of the Year Nominations Requested

Are you often heard telling your friends that your airport is better than theirs? Do you feel an insatiable need to brag about your airport? Do you have dreams picturing your airport manager standing atop a three tiered podium with Olympic theme music bellowing in the background? If so, why don't you nominate your favorite airport for our annual "Airport of the Year" award? To nominate an airport, simply send us your nomination with an explanation of why you think your airport is the airport of the year. Nominations can be made by anyone on behalf of any Montana airport, can be as short or lengthy as you wish and will be accepted through the end of December 2009. MDT Aeronautics will collect and review all information and the winner will be selected and notified. Formal public recognition and an award will be given to the airport representatives during the Montana Aviation Conference awards banquet in Missoula March 4– 6. Nominations can be sent to any of the following: MAIL: MDT Aeronautics Division, attn: Jim Greil, P.O. Box 200507, Helena, MT 59620-0507. EMAIL: jgreil@mt.gov. FAX: 406-444-2519.

Seeley Lake Students Learn About Aviation



Shelia Devin's preschool class in Seeley Lake, MT has become very interested in aviation. The class is busy building a classroom airplane. We think it fits in the experimental category. In this photo the students are fueling the airplane; they know that the fuel goes in the wing. Next order of business is a propeller/spinner.

Historic Cut Bank WWII Hanger gets Facelift

By Roy Nollkamper, Airport Manager

It was built in 1942, in the dead of winter, and was never meant to last very long, but it has!

Cut Bank Airport's vintage hangar has been in constant use for over 65 years and recently received a major exterior renovation thanks to the Montana Department of Transportation's Community Transportation Enhancement Program (CTEP). The hangar was part of the Cut Bank Army Air Force base where B-17 crews trained during World War II.

The project, nearly four years in the planning stages, was finally completed in September of this year. Funding for the work came from CTEP monies, with additional financial support from Glacier County and a \$5,000 in-kind contribution from Glacier Electric Cooperative. In all, over \$90,000 was spent on the vintage structure which, along with the entire airport property, was recently placed on the National Registry of Historic Places, as part of the Historic Airport District.

Improvements included repair and replacement of siding tiles, replacement of the roof on the eastern lean-to section of the hangar, repair and repainting of all windows and the entire western end of the building plus replacement of all walk-in doors. Even the familiar "3838" above the main hangar door was repainted.

According to airport manager Roy Nollkamper, "The hangar looks great and it's much the same as it appeared during World War II. Now, all we need is a B-17 to park in front of the hangar. This project is the result of hard work by members of the World War II Airmen's Museum, the Cut Bank Airport Authority, the Glacier County Commissioners and especially then Senator Conrad Burns, who was instrumental in having the project successfully approved."

The hangar has been used for decades for not only airplane storage, but community events ranging from dances to the well-known Montana Fun Weekend car show and fly-in, held at the airport every August. In 2010 it will also host the Cut Bank all-class reunion festivities and live music will again fill the historic building provided.

Work is now progressing on the Armament Building and the Recreation Hall which are two of the original structures still standing. Those projects are being headed by members of the World War II Airmen's Memorial Museum and the Cut Bank Airport Authority. The museum is located in the airport Administration Building, which was constructed in 1948 and is also part of the Historic District.

Since being listed on the National Historic Registry in 2007, the number of people visiting the museum and grounds has dramatically increased. A promotional brochure and video have been produced and a self-guided walking tour brochure will soon be complete. Individual and group guided tours are available upon request.



2010 Aircraft Registration to be Mailed in December



Montana based aircraft owners, please be watching your mail boxes for your 2010 aircraft registration invoices. The Division is mandated by Montana law to account for Montana aircraft no later than March 1 of each calendar year. It is most important to note that according to statute, aircraft that are not registered by the March 1 deadline must pay a penalty of five times the fee, plus the fee. A newly purchased aircraft must be registered within 30 days of entering the state, or it is also subject to the penalty fee. Please note that unflyable aircraft must also be accounted for. There is no fee charged for an unflyable aircraft, sold aircraft, or dealer "inventory only" aircraft. You must, however, indicate the status of each aircraft on the invoice you receive and certify that the aircraft information is correct by signing and sending it back to MDT. Thank you, and have a great flying year.

Achieving Your Dream of Flight can be Accomplished at Any Age

By: Val Valiquette, Private Pilot, Polson, MT



Val Valiquette received her pilots license at the age of 72, 34 years after her first endeavor. Pictured is Michelle Petrina (l) congratulating Val on her accomplishments. Photograph by Rex Short

Time to Renew Your Pilot Registration

MDT will be sending the 2010 pilot registration cards out in early December. Please fill out the pilot registration card and send it with the \$10 registration fee to MDT Aeronautics Division. If you are interested in volunteering for the Montana air search and rescue program, please fill out the backside of the pilot registration card. Montana pilot registration is not only a state law (Montana Code 67, Chapter 3) but also provides the Division with valuable information used for air search and rescue. MDT Aeronautics Division is pleased to be able to offer pilots various safety and education programs throughout the calendar year. For a complete description of MDT Aeronautics Divisions functions, please visit our web site at: www.mdt.mt.gov/aviation/. The \$10 pilot registration fee includes a subscription to this newsletter, "Montana and the Sky." If you would like to receive the newsletter electronically, please indicate so by checking the required box on the pilot registration card and providing your current email address. This will help the department save money in printing and postage costs.

After my check ride, I arrived at my base airport, Ronan, at 7:45 p.m.; a night flight, but so peaceful and scenic after so much scheduling and preparation.

A very nervous husband greeted me, but so proud. I'm so glad I can finally fly with him and, as agreed, we will always fly together and take care of each other. That's what learning to fly was all about for me. After 50 years of marriage and many adventures in planes, boats and cars, we still do so together. My solos were harder on my husband. I just pretended he or my instructor was sitting in the right seat talking to me all the time.

I started flying in 1975 in Spokane learning Cessna 152s and 172s. I soloed after ten hours. We had our own Cessna 182 RG and did fly it to Long Beach, CA then to Miami and Tampa, FL and returned to Spokane in 1976. An adventurous trip. Since my husband was using the plane for business and during the best weather was flying to his jobs, it left me little time to practice. I never completed my practical training.

We both took a Junior College course for ground school both VFR and IFR. My husband Ron sold his commercial business in 1979 and we sold the Cessna and decided to build sea going motor yachts, live aboard a few years and travel from the San Juans to Alaska as far as Glacier Bay. We did this for 13 years, another great adventure.

Yes, I learned to navigate and drive large boats, dock them and cruise, anchor and all that was required. Remember Ron and I are partners.

Some of the winters we traveled in a motor home to the Southwest and Mexico. Yes, I drove the motor home, usually pulling a trailer full of toys.

In 2008 we bought some land in Polson, MT looking at the picture postcard Mission Range from Glacier Park to St. Ignatius. We had lived in Missoula in the 1960s and have always considered Montana a home. Of course in the middle of this beautiful postcard was an airstrip.

Don't you know, we got the urge to fly again. We bought our present Cessna 182 on the Internet in September 2008. Ron flew it to Polson and the work began. Ron will be 77 the end of December and I will be 73 the first of December. A big challenge at our age, but it has made us get the rust out of our brains, giving us a new purpose, a new sense of responsibility and procedure. This has actually renewed our youth and enthusiasm for more adventure. And the challenge of continually learning has inspired us both and, of course, making many new friends has been a bonus.

I was very fortunate to find a talented instructor, Stephen Turner, who has the wonderful gift of being able to teach and demonstrate and quietly demand perfection, as in my lifetime I have always wanted to do it best. I was able to learn and really enjoy flying with Stephen's instruction.

And finally meeting Michelle Petrina at Kalispell, who encouraged me as an instructor and then made me feel at ease through the oral and check ride, I have indeed had a tremendous experience. A year I will never forget.....the beginning of being the best I can be to honor the confidence that so many people had in me. I am thankful for everyone.

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 a Montanan to help defray costs of education (i.e., flight instruction, A&P, etc.) and will be presented during the 2010 Montana Aviation Conference in Missoula. 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 for each scholarship but applicants must submit one copy addressed to each individual scholarship they are applying.** 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 2010 Montana Aviation Conference Program, so **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 postmarked on or before January 8, 2010.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established this scholarship of \$250 in 1997.

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.

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. Harold had an extremely strong passion for aviation. Together he and Zola completed two airplane projects: the restoration of a J-3 Piper Cub, and an experimental RV-6 aircraft. In 2008 Zola graciously increased the amount of the Harold Hamm Scholarship to \$500.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

Montana Pilots Association 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 Air Dance Flight Training Scholarship One: Jeanne MacPherson and Bill Gallea offer this \$750 scholarship to a person with a huge interest in aviation; this scholarship would be used for flight training of any type.

Mountain Air Dance Flight Training Scholarship Two: 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 two \$750 scholarships to financially assist student pilots with the cost of flight instruction. Student pilots 14-24 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.



Old Flight Manual Still “Modern”

By Anne Millbrooke

In 1927 Cloyd P. Clevenger wrote *Modern Flight, a Manual of Practical Flying*. He was chief pilot and flying instructor for the Alexander Aircraft Company — makers of the Alexander Eaglerock — at the Alexander Airport in Denver, CO. He summarized his advice in a list of what not to do:

#1 Don't fail to inspect the ship for flaws, lack of cotter pins, etc.

#2 Don't take off until you are sure you have gas, water and oil.

#3 Don't take off with a cold motor.

#4 Don't stall a ship off and hang it by the propeller close to the ground.

#5 Don't try to turn back into a field in the event of motor failure in the take-off.

#6 Don't bank steep near the ground.

#7 Don't pull a ship out of its dive too sharply in recovering from aerobatics.

#8 Don't climb on a steep bank.

#9 Don't fly rough nor handle the motor roughly.

#10 Don't stunt near the ground.

#11 Don't try to stretch out a glide.

#12 Don't skid.

#13 Don't fail to keep your eyes on the lookout for other ships all around you whether in the air or on the ground.

#14 Don't pull the stick back if the ship settles in bad air in the take-off. Keep the nose down and jump any obstacle if necessary.

#15 Don't confuse air speed with motor speed.

#16 Don't forget your responsibility and get reckless.

Added to a 1941 edition of the manual:

#17 Don't taxi fast.

#18 Don't fail to keep your eyes on the lookout for other ships all around you whether in the air or on the ground.

#19 Don't fly if you are sick or feel loggy.

Sounds like good advice in the 21st century too.

(By the way, a 1929 Eaglerock biplane is on the cover of my award-winning *Aviation History* book, published by Jeppesen and available at JeppDirect.com.)

Taking Flight, continued

Before the day is done, she'll have shown her skills in a Piper Cherokee 140, a Cessna 172 Sky Hawk and the largest one of all - a high-performance 230 horsepower, four-place Cessna 182.

On the ground, her high school principal, takes photographs at each and every take-off and landing.

"I wouldn't have missed it," said Darby High School Principal Jennifer Burdette. "It's a once in a lifetime experience. We're all so very proud of Heidi."

Burdette had Heiland in her classroom for three years before she took the principal's position. She knows all about the motivation that drives the young woman.

"Anything Heidi sets her mind to, she does," Burdette said. "She's been telling me she's going to solo on her 16th birthday for a long time. I never doubted it."

For Heiland, Tuesday was a dream come true.

"I've been thinking about this day for such a long time," she said. "I think I really decided I wanted to fly on a day when my dad and I watched some helicopters fighting a fire.

"I can remember us looking at each other and saying 'how cool would that be,'" she said.

Some day, Heiland believes she'll fly a helicopter too. By her next birthday, she plans to earn her private pilot license and obtain an instrument license as well.

"I wanted to keep going today," Heiland said. "I asked Cliff about half way through if I could go through them all one more time.

"People ask me why I like it so much," she said. "That's easy enough. It's the challenge of it. It's different every time you go up. I love that. It's a blast."

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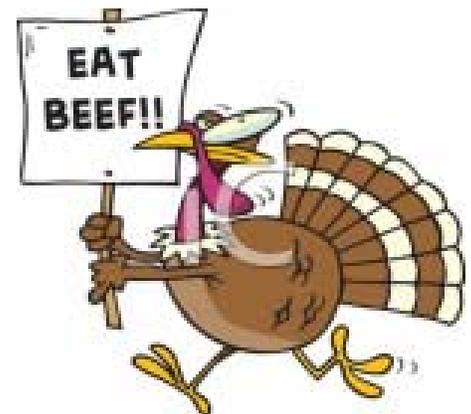


Is Your Airport Part of the AOPA Airport Support Network?

The AOPA Airport Support Network (ASN) is a special group of volunteers dedicated to promoting and protecting community airports. The program's goal is to have an ASN volunteer appointed at every public-use airport in the country to serve as an "early warning system" for local airport issues.

Visit www.aopa.org/asn to see if your airport has an AOPA Airport Support Network volunteer. If it doesn't, consider nominating yourself or someone you know for this critically important role.

Note: While some ASN volunteers go above and beyond the basic responsibilities, there are really two basic duties: (1) stay informed about issues that may impact your airport; and (2) communicate concerns about airport issues with AOPA through the ASN staff. Ideally, ASN volunteers are pilots who are based at the airport (whether they own or rent aircraft) for which they're hoping to be appointed.



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