



Pilots From Far and Wide Travel to Lewistown for Winter Survival Clinic

By Stefani DeMars, Safety & Education Administrative Assistant

One can never predict a plane crash or how long it may take to be rescued after one. Being prepared for such an event however, could be the deciding factor between life and death. Having knowledge in emergency landings, triage, and outdoor survival is key when flying the mountainous terrain of Montana.

Nineteen participants traveled, some from as far as Lake Tahoe to attend this year's Winter Survival Clinic held at the Duvall Inn, located just outside Lewistown, Montana. Instruction was provided by retired Air Force Chief Master Sergeant Rod Alne, owner of the Peak Inc. in Butte Montana and Special Forces Survival Instructor Adam Pope of Mile Falls, Washington. Both instructors have many years of military experience along with extensive outdoor survival training.

The first night was spent indoors under the hospitality of Earlene Duvall, owner of the Duvall Inn. The instructors went over emergency landings and emergency medical procedures using slide shows and demonstrations. The following morning, participants took to the mountains where they were trained in several areas, including how to start a fire, build a survival shelter, and signaling for help. Attaining shelter, fire and water are often the first priorities in an emergency situation. It is very important to take care of your body while being exposed to the harsh elements of the outdoors. Hypothermia and dehydration are huge factors to avoid when faced with a survival situation.

After spending Saturday afternoon building their survival shelters, participants were dismissed to prepare their own meals over an open fire and to sleep inside their shelters for the night. Pine boughs were used as makeshift mattresses while a combination of tarps and snow were used to pack down shelter walls.



Instructors (l-r) Adam Pope and Rod Alne of Peak Inc.



MDT's Aeronautics Division has been hosting the annual Winter Survival for many years. It is a way for pilots and non-pilots alike to learn survival skills in a controlled environment by taking the "risk factor" out of the equation. We hope the clinic will provide the confidence necessary when faced with a real-life emergency situation.

Participants gathered to demonstrate the strength of one of the overnight shelters on Sunday morning. All agreed that the training they received over the weekend was invaluable.

Administrator's Column

Thirty-first Annual Conference = Success! The 31st annual Montana Aviation Conference is history and was a great success with over 500 aviation enthusiasts in attendance. Thanks to the Missoula Conference Committee and the Aeronautics Division staff for the hard work and dedication to ensure a great program and great time was had by all. A special thank-you to Patty Kautz, conference coordinator extraordinaire. Many hands contribute to this event throughout the year and while on-site. The conference would not be possible without the support of the exhibitors, speakers, sponsors, aviation organizations and enthusiasts. Congratulations to all the award winners and scholarship recipients. Helena looks forward to welcoming you to the 2016 aviation conference!

Neptune Aviation Announces Service: Missoula-based Neptune Aviation has announced that it is beginning service between Missoula and Billings this summer. Neptune will have three aircraft on scheduled flight times for routes between the two cities starting in August. Neptune will be limited to four round trips per week, and is seeking feedback from the community on timing for those flights. Neptune Aviation also announced that its first air tanker is under contract with the Forest Service. As crews are working diligently to get planes ready for fire season, aviation conference goers were treated to a tour of Neptune's facility during the conference and also enjoyed the keynote address from Neptune Aviation CEO Ron Hooper. Neptune currently has seven airplanes on contract, six are P2Vs and one is a BAe 146. Once the planes are under contract, they are at the disposal of the Fire Service.

Small UAS Rule: Commercial operators of small unmanned aerial systems (sUAS) weighing less than 55 pounds will have to pass an FAA knowledge test every two years and their aircraft will have to be registered under regulations proposed in a Notice of Proposed Rulemaking released by the FAA. Under the new rules, small drones could be flown anywhere in Class G airspace in day VFR (three-mile visibility) but must remain within line of sight of the operator, not fly above 500 feet AGL and not fly faster than 100 mph. There is also a proposal for a "micro" class and the operators would not have to be FAA certified. Operators will have to be "vetted by the Transportation Security Administration" and the certificate will not be issued "until the TSA determines that the applicant will not pose a security threat." Drone operators will not have to undergo an FAA medical but must self-certify before every flight. There will be no airworthiness requirements for the aircraft but they will be registered with N-numbers just like other aircraft. There is a 60-day comment period with comments due in on or before April 24, 2015. You can view the entire proposal and comment at: <https://www.federalregister.gov/articles/2015/02/23/2015-03544/operation-and-certification-of-small-unmanned-aircraft-systems>

Recreational aircraft recognized: As part of the U.S. Forest Service's planning process, recreational aircraft will be given consideration together with snowmobile routes, bike trails, horse corrals and other backcountry user needs. Montana has six recognized landing fields on Forest Service land. The Recreational Aviation Foundation (RAF) has been working to get recreational aircraft included in the process as the Forest Service has been drafting its Planning Rule – a set of guidelines that tell local forest supervisors how to write forest plans for individual forests. The Flathead and Lewis and Clark national forests are undergoing forest plan updates that means the Benchmark airstrip west of Augusta, the Meadow Creek field south of Hungry Horse Reservoir and Schafer Meadows airstrip in the Great Bear Wilderness will all get specific consideration as the new management plans and travel policies are developed. Great news for general aviation!



Montana and the Sky

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Calendar of Events

June 13 - 11th Annual Lewistown Airport Fly-In, 7:00 a.m. to 12:00 p.m.. MPA Sourdough pancake feed, young eagles (flights for kids) and displays of antique, warbird, experimental and sport airplanes. Held in conjunction with Central Montana Flywheelers Exhibition. For further information contact Jerry Moline at (406) 350-3264.

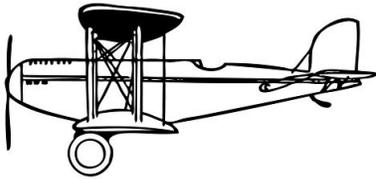
June 23-24 – Aviation Career Camp, Helena. For further information contact Harold Dramstad at (406) 444-9568 or email hdramstad@mt.gov.

July 4 – Townsend Festival of Flight. Deluxe pancake breakfast, EAA Young Eagles Rally 8:00 a.m. to 11:00 a.m. For further information about the breakfast and fly in contact Lance Seaman (406) 442-8459.

July 4 - Air Fair (Fly-In) Hamilton Airport, 8:00 a.m. to 1:30 p.m. Breakfast, aircraft static displays, and car show. Iron Pilot competition, ping pong ball drop, skydivers, aircraft rides, fly-overs and a free lunch by Choice Aviation. For further information contact Troy Hunter at (406) 682-7502 or email eks@choiceaviation.com.

July 18 – Air Fair (Fly-In) Ennis Big Sky Airport, 8:00 a.m. to 1:30 p.m. Breakfast, aircraft static displays, and car show. Iron Pilot competition, ping pong ball drop, skydivers, aircraft rides, fly-overs and a free lunch by Choice Aviation. For further information contact Troy Hunter at (406) 682-7502 or email eks@choiceaviation.com.

September 11-13 – Search Pilot Clinic, Missoula. For further information contact Harold Dramstad at (406) 444-9568 or email hdramstad@mt.gov.



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Babb Airport

The Babb airport (49S) is one of fifteen state-run airports constructed and maintained by MDT's Aeronautics Division and is one of two state-run airports located on the Blackfoot Nation reservation. The airport is a grass recreational and emergency airstrip 3860 feet long by 110 feet wide located 1 mile South of Babb along the East side of Glacier National Park. There is a large tie down area located on the East side of the runway with plenty of room to tie down and pitch a tent if you intend to camp. There are also campgrounds to the South of the airport along US highway 89 heading towards St. Mary Lake which is about 9 miles distance so not very convenient for walking. If you would rather not camp, there are motels located in Many Glacier 10 miles West of Babb and to the South in St. Mary. No ground transportation is available at the airport. Watch out for possible gopher holes and maybe a cow or two on the runway. Attractions near the airport are Chief Mountain to the North, St Mary Lake to the South, Duck Lake to the East and Glacier National Park to the West. There are also places to eat in Babb which are within walking distance of the airport.



Mechanics Gather to Renew Inspection Authorizations

By Michael S. Rogan, Aviation Support Officer, A&P / IA

The annual Mechanics Refresher and IA Renewal Seminar was another success this year. There were 12 hours of training conducted by technical instructors representing many areas of aircraft maintenance and 4 additional hours of regulatory training conducted by the FAA. Sessions were well attended with 60 A&P Mechanics with Inspection Authorization (IA) from Montana, one from Wyoming, Tennessee and Michigan, receiving a Certificate of Training which may be used to meet the requirements of CFR 14 part 65.93(a) (4), for eligibility for renewal of their inspection authorization.

For an A&P Mechanic, with an IA, to be eligible for renewal of their IA they must show that they are actively engaged in aircraft maintenance and also show completion of one of the five activities described in §65.93 (a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period. This also applies during the second year of the 2-year period.

An A&P Mechanic with an IA must have completed at least one of the following stated in §65.93:

1. Performed at least one annual inspection for each 90 days that the applicant held the current authority; or
2. Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or
3. Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or
4. Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or
5. Passed an oral test by the FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

Our FAA accepted course meets the requirements of §65.93(a)(4) and helps those IA mechanics renew their certificates each year who may fall one annual short or have not completed enough major repairs or major alterations or who did not perform a progressive inspection.

This is a valuable course that the Aeronautics Division provides for IA mechanics each and every year at the Montana Aviation Conference and for many years prior to the Aviation Conference's existence in 1985. We plan to continue providing this service and wish to thank all of the mechanics in the state and even some from surrounding states for attending.



The meeting room for IA renewal is always full and then some!



Ken Wilhelm of MDT Aeronautics registers mechanics at seminar for their renewals.

Flight Instructors Renew Certificates

Twenty-six certified flight instructors from Montana completed the 2015 Flight Instructor Refresher Course on February 26 in Missoula. The 16-hour classroom course is required of instructors every two years, and included lessons on effective teaching, updates in FAA policy and regulations, and review of aircraft accidents in Montana. This is the 4th consecutive year that MDT Aeronautics Division has sponsored the course using our FAA-approved training course outline, and the first time in many years that the FIRC was held in conjunction with the aviation conference. Instructors Chris Morton, Charles Lester, David Gans, and Brian Dunlop were awarded their Montana flight instructor wings for completing their first Montana FIRC.

Holman Aviation Celebrates 65th Anniversary!

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This year, Holman Aviation is celebrating its diamond anniversary, its 65th year in business. That's no small feat for the FBO, which is practically as old as its airport, Great Falls International Airport (GTF).

Dwight Holman has served as president of Holman Aviation since 1992. He succeeded his father, Homer Holman, who founded the FBO in 1950.

"You know the story of a grocery store CEO who starts out as a bagger? Well that's kind of my story," said Holman. "I've been around this FBO for pretty much my entire life. When I first started working I was the janitor, cleaning up at the maintenance shop and making sure our restrooms were tidy. As I got older, I was out on the flight line pumping fuel."

While Holman is no longer manning the fuel pump, he says he still gets his hands dirty while managing the operations of the facility. The Phillips 66-branded FBO serves commercial, corporate, private and military aviation, primarily focusing on flight line operations. Fueling, aircraft maintenance and deicing (especially during the winter) keep the staff of 24 busy around the clock.



Great Falls International Airport is a U.S. Customs International Port of Entry, meaning that aircraft traveling from countries other than Canada can enter the U.S. through Great Falls. With a main runway measuring more than 10,500 feet, the FBO can handle large aircraft from Europe, or diverted flights from Calgary and the west coast, that land at Holman Aviation to fill up their tanks, and continue on to their final destination. In fact, quick turns are Holman Aviation's specialty, according to Holman.

In addition to handling international travelers, the FBO services the needs of Malmstrom Air Force Base, one of just a few U.S. nuclear missile bases that remain. The base closed its runway in 1996.

"It's rewarding to support the air force base whether we're greeting top-brass VIP generals, Pentagon employees, or carrier flights," said Holman.

The FBO also services a wide range of aircraft from the F-22 Raptor to aircraft that transports the munitions, or ammunition, for Malmstrom.



Introduction to Aerospace Engineering

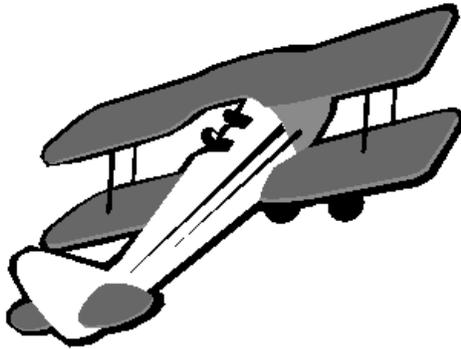
Learn about astronautics and human space flight in a free, massively open online course (MOOC) offered by edx.org titled “Introduction to Aerospace Engineering: Astronautics and Human Space Flight. The course is presented by MIT professor and former NASA astronaut, Jeffrey Hoffman, the first person to log 1000 hours of flight time on the Space Shuttle. In the course, you’ll learn how rockets work, how spacecraft move in orbit, how the human body adapts to space, and how spacewalks happen. Go to edx.org to view the course introduction video.

Aviation Art Contest for Ages K-12!

MDT’s Aeronautics Division is inviting Montana students to participate in the 2015 Montana Aviation Awareness Art Contest. It is important to educate students of all ages in the career opportunities in aviation and aerospace. Our art contest gives students the chance to explore our nation’s history of aviation and its effect on our economy. Our goal is to broaden student’s knowledge of aviation and spark interest in aerospace careers.

This contest is open to all students, grades K-12. Prizes will be awarded for the top three winners in each age category. First place winners and their parents will fly to Helena to receive their awards from MDT’s Aeronautics Division.

Deadline for submissions is May 1, 2015. Winners will be notified and arrangements will be made for air travel to the capital city. Winning art work will be published in the monthly newsletter of MDT’s Aeronautics Division. If you have any questions, please contact Harold Dramstad at (406) 444-9568 or hdramstad@mt.gov.



Pete Smith Named New District 6 Search Coordinator

Long-time Lewistown pilot Pete Smith is the new Search Coordinator for District 6, which covers Judith Basin, Fergus, and Petroleum counties. Pete is the current vice-president of the Central Hangar of the Montana Pilots Association and the Eastern Vice-President of MPA. Tom Killham, who has held the Search Coordinator’s position for more than 15 years, will continue to serve as the district co-coordinator. Search and rescue of missing and overdue aircraft in Montana relies on our network of volunteer pilots and aircraft in the 14 search districts. At the heart of the mission is the district search coordinator. Thanks to Tom and Pete for your service.

Winter at Yellowstone Airport

By Jeff Kadlec, Yellowstone Airport Manager



Every year the Yellowstone Airport closes during the winter season. That doesn't mean that it is all peace and quiet at the airport; it's actually the opposite! The Yellowstone Airport livens up several times throughout the winter for alternative use activities. NATC is a Nevada-based engineering and testing firm specializing in tire tread and wear testing. NATC tests snow and cold conditions on a wide range of other products as well. Companies from all over the world travel to Yellowstone Airport to test their products in the extreme weather conditions, consistently one of the coldest and snowiest places in the United States.

Every March the four major snowmobile manufacturers descend upon Yellowstone Airport as well for "Snow Shoot." At this event Arctic Cat, Polaris, Ski-Doo, and Yamaha all present their snowmobiles at the Yellowstone Airport to various snowmobile magazines and media outlets from all

over the world. They all agree that the local services, easy access, and privacy offered at the airport are fantastic and will continue using the airport every year for this big event!

The Yellowstone Airport is pleased to entertain these groups and events. The airport is always looking for creative ways to utilize the property and facilities during the off season.



In Memory

Gorvan Joseph LeDuc, 94, died Monday, Feb. 23, 2015, of natural causes. Gorvan was born on Nov. 25, 1920, in Port Severn, Ontario, Canada, to Albertine and William LeDuc. He was the second oldest of ten children.

Gorvan was a merchant seaman for five years during World War II. Three ships were torpedoed out from under him. While he was recuperating from multiple fractures of his feet, skull, and back, he was offered the opportunity to train as a watchmaker with the Bulova Watch Company in NYC. While there, he met his first wife, Barbara "Bobbie" Karan, whom he married in 1945. Four children were born to this union.

In 1951, the family moved to Billings, as the drier climate was kinder to Gorvan's legs and feet. He was employed as a watchmaker for Baron's Jewelers and later moved to Laurel, opening and operating LeDuc Jewelers until 1986, when he retired. Bobbie died of cancer in 1974.

In addition to watchmaking, Gorvan had various interests and hobbies, including shooting, organic gardening, beekeeping, square dancing, wine making, and flying planes. He was a member of the Laurel Rod and Gun Club, an NRA shooting instructor, a member of Billings Chapter 10 of the Disabled American Veterans, a charter member of the Experimental Aircraft Association, a member of the CAP Search and Rescue Team, and a member of the Red Lodge Flying Club. He was a competition shooter and shot on the Montana civilian team at Camp Perry, Ohio, in 1960.

On May 24, 1980, Gorvan married Dorothy Cook, a Billings resident, whom he met while square dancing. Dorothy had six children herself, five living. They were happily married close to 35 years.

Survivors include his wife, Dorothy; his children, Maryann (Keith) McGee, Gorvan M. "Skip" (Margaret) LeDuc, Jimmie Sue (Russell) Lampert, Karan (Sebastian) Hansen; her children, Carl (Lori) Cook, Ioleen Kranz, Robert Cook, Lisa (Paul) Drache, and Joan (Roger) Glanz; 15 grandchildren and 14 great-grandchildren.

Our thoughts and prayers are with the Leduc family.





Helena EAA Chapter Selects Scholarship Recipient



David Northam, a student at the Helena College enrolled in the Aviation Technology Program, was selected as this year's recipient of the EAA Chapter 344 Charlie Taylor/Rosie the Riveter Scholarship in the amount of \$500. David was awarded his scholarship in a special ceremony held at the school on January 26 and also recognized at the 2015 Aviation Conference. Congratulations David!



The 2015 Conference was another big success-stay tuned to next month's newsletter for more coverage on this fun event!