



Helicopter Pilot Ron Gipe Retires

By David J Hoerner, Bureau Chief, Safety & Education

The young female grizzly tried to hide in the thick timber and occasionally glanced up at the helicopter that had been overhead for the last 30 minutes. The pilot Ron Gipe and biologist Eric Wedum had been trying to get close enough to dart the bear and remove the transmitter collar.

Above the helicopter in my Cessna 185, Tim Manley and I were the spotters for the helicopter crew. The bear had been trapped and a transmitter had been installed a few years earlier.

Normally the collar would have fallen off by now. The ten-year grizzly study had come to end and this was the last active collar on a bear. As the bear grew older the collar would become too tight, so it had to be removed.

Ron flew the helicopter like it was part of him and reminded me of a dancer floating around a dance floor. The machine descended between the tall trees and then climbed back up into view as Ron tried to reposition the helicopter close enough to get a shot at the bear.

I'd been working with Ron for many years and he was my go-to helicopter guy for working with grizzlies or wolves. His calm demeanor and piloting skills brought added safety to the operation. I didn't need to worry about him running into my airplane as we circled.

Ron hovered a few feet off the ground as Eric climbed out on the skid and then jumped out. "What's going on?," I asked over the radio.

Ron replied, "The bear is too wary of the helicopter. Eric wants to be on the ground; he thinks he might have a chance to sneak up on the grizzly." Tim and I both looked at each other and thought the same thing, "He must be crazy!"

In the helicopter he was safe, but on the ground with the agitated grizzly, Eric making it to a ripe old age was in question.

From above it looked like a rodeo. Ron herded the bear one direction and then slid sideways to make it turn toward Eric. The grizzly raced into the small opening where Eric was standing, from above it looked like the bear ran over him and then continued up the steep hillside.

The bear slowly lost consciousness. Somehow Eric had kept his composure and darted the bear when it was only a few feet away. He removed the collar and the bear would forever be left alone to live out its life.



Pilot, Ron Gipe

This type of story played out often when working with Ron. In 1969 he flew a Huey in Vietnam and then took a job flying for Johnson Bell Flying Service in Missoula. In 1971 he went to work flying for Rocky Mountain Helicopters and then in 1977 he started his own business, Flathead Helicopters.

Over the years Ron has flown for gold mining companies and long-lined bridges into Black Bear and Big Salmon in the Bob Marshall. He flew for all the Indian reservations around the state and flew wildlife flights in Idaho and Montana.

Ron's most rewarding flights were spraying noxious weeds around the state. The sight of dead weeds replaced by green vegetation that wildlife flourished on was something to behold.

After 27000 hours of flight in his old trusty Soloy Bell 47, Ron has decided that all the early cold weather morning pre-heats and getting bumped around in the mountains will be left to younger pilots.

The aviation community will miss Ron's expertise and the sight of the green helicopter in the sky. His flying abilities and dedication have gone along ways toward the advancement of wildlife management in Idaho and Montana.

Enjoy your slack time Ron, I wish you the best of luck in the future.

Administrator's Column

Number twenty-eight goes down in history: The 28th annual Montana Aviation Conference attracted over 500 participants earlier this month to Bozeman. Each year the program seems to grow with attendees enjoying three full days of business meetings, educational and entertaining concurrent sessions and renewal seminars, an exhibit hall displaying the latest in aviation goods, fascinating keynote speakers, a delightful aircraft static display, and more. It truly is a time for learning, building new friendships, and spending time renewing valuable relationships. It is awe-inspiring to see so many Montana aviation enthusiasts support this annual event. Business and general aviation pilots, aviation mechanics, airport directors, and aerial applicators all realize the important role aviation plays in our great state. Many thanks to the Bozeman host committee for its hard work and dedication to ensure conference success: Brian Sprenger, Chairman; Jody Boyd; Ken Flikkema; Bob Green; Pat Green; Jon Hudson; Scott Humphrey; Kristi Ivey; Cindy Kleimer and Linda Marshall. Congratulations to Mission Field at Livingston on receiving the Airport of the Year Award; to the 2012 Wright Brothers Master Pilot recipients: John Eliel of Wisdom, Bernard Gregoire of Big Fork and Delbert Schneider of Kalispell; and to the many scholarship recipients. Thanks to Patty Kautz for her commitment and efforts throughout the year to make sure every conference detail is tended to. And a *huge* thank you to our sponsors, speakers, exhibitors, and all of you that participated. See you next year in Butte.

Congratulations to Jerry Cain: The Recreational Aviation Foundation (RAF) reserves its highest award, called the Gold Pulaski, for those the board feels are truly worthy. Jerry Cain of Lincoln, Montana has been “treasurer and director extraordinaire” since the RAF was formed, said RAF President John McKenna. Jerry flies a Husky A1-A, and has steadfastly tracked all donations made since day one. Even though Jerry officially resigned as treasurer at the end of 2011, it’s been reported that no difference in his efforts have been noticed. It is the tool of choice to get much work done by a single individual. The tool combines an axe and an adze in one head with a rigid handle of wood, plastic, or fiberglass. The pulaski is a versatile tool and can be used to both dig soil and chop wood. Past recipients of the Gold Pulaski have been: Chuck Jarecki, for his work at Ryan Field Craig Fuller, AOPA President, for his promotion of the RAF; Dan Prill, for his work on the Russian Flat airfield; Gordon Rock, for his support of the RAF; and Tim Robertson, for his company’s support and building of Russian Flat.

FAA Asks for Public Input on UAS Test Site Selection: The FAA seeks public input on the agency’s selection process for six unmanned aircraft system (UAS) test sites. Once the pilot program is established, the agency expects it will provide valuable data to help the FAA safely and efficiently integrate UAS into the same airspace with manned airplanes. Congress mandated that the FAA establish UAS test sites. In order to ensure that all factors are taken into consideration when choosing the six sites, the FAA has asked for comments from the UAS user community and the public at large. Specifically, the request for comment asks for input on several important questions, such as public versus private management of the sites, research activities and capabilities of the test areas, the requirements for test site operators, and the geographic and climate factors that should influence site selection. The feedback obtained will help the FAA develop UAS test site requirements, designation standards and oversight activity. This will help the FAA design the process and criteria prior to issuing a request for proposals to select UAS test areas. The request for comments, including instructions for filing comments is available at: <https://www.federalregister.gov/articles/2012/03/09/2012-5735/unmanned-aircraft-system-test-sites>. Comments are due by May 8, 2012.



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Calendar of Events

June 9 – Havre Airport Fly In Breakfast – Begins at 7:00 a.m. For further information contact Darren Heutis at (406) 945-1861 or darren.huestis@nuwaveservices.com.

June 9 – 8th Annual Fly In at Lewistown Airport; 7:00 a.m. to noon. MPA sourdough pancake breakfast. 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 13-17 – MAAA HOP 2012; Seeley Lake, Superior, Sandpoint, Yakima, Hood River, Ontario, Nampa, Twin Bridges. For further information contact Dennis Mecklenburg at (406) 581-1377.

June 16-17 – Father’s Day Fly In – 9th Annual Father’s Day fly in. Static Display, games for kids, young eagle rides, potluck BBQ dinner, games for pilots, pancake breakfast, and so much more. For further information contact Kendra Horn at (406) 684-5335 or kendra@rubyvalleyaviation.com, or visit www.rubyvalleyaviation.com.

June 21-22 – Aviation Career Exploration (ACE) Academy for Montana students Grades 9-12 (ages 14-18). For further information contact Kelly Dimick at kdimick@mt.gov or Dave Hoerner at dhoerner@mt.gov or (406) 444-2506. Applications are available at www.mdt.mt.gov/aviation. See page 7 of this month’s newsletter for further information.

July 4 – Townsend 4th of July Fiesta Fly In breakfast, we feed you, don’t fool you. For further information contact Neil Salmi at (406) 980-0544 or neilsalmi@yahoo.com.

July 7 – 2nd Annual Big Sky Air Race. This is a Sport Air Racing League (SARL) sanctioned event. This will be an open course; 125 NM race consisting of several turn points. This course starts and ends at Three Forks. This event includes a fly in with food, music, landing and flour bombing competitions. For further information contact Kevin Danz at (406) 431-8009 or Kevin.Danz@gmail.com or Cody Folkvord at (406) 439-4179 or headwatersfs@gmail.com. More information is available at www.BigSkyAirwarce.com.

July 20-25 – Organizing a group of pilots to fly their planes to Oshkosh together. For further information contact Kevin Danz at (406) 431-8009 or Kevin.Danz@gmail.com.

August 2-5 – Montana Antique Aircraft Association (MAAA) annual Three Forks Fly In. For further information contact Ken Flikkema at kenflikkema@gmail.com.

August 3-5 - “Splash In 2012” sponsored by the Glacier Pilots EAA Chapter 102 Kalispell. Seaplanes, music, a magic weekend for visiting aircraft, water or land. Contact Ry Keller at forestkeller@montanasky.us. Camping, food, and other activities, musicians and music fans contact Bill Montgomery at bill@stillwaterlanding.com

Administrator’s Column, continued

FAA Safety Briefing: Don’t Be Surprised – Be Prepared! The March/April 2012 issue of *FAA Safety Briefing*, now posted on the FAA Web site at <http://1.usa.gov/SPANS>, supports the safety outreach efforts of the FAA Safety Team (FAASTeam). The articles complement the Safety Standdown’s three central themes: Loss of Control, Aeronautical Decision-making, and Advanced Preflight. Articles on each of these critical areas provide important insight, tips and resources for improving general aviation safety. Other articles include an overview of FAA Safety Forums at Sun ‘n Fun, a review of how allergy medications may impact your flying, and a look at “smart” autopilots for general aviation use. Check it out at: <http://1.usa.gov/SPANS>.

Silver Airways’ Announces Service: Beginning May 1, Silver Airways (formerly Gulfstream International Airlines) will begin service to Helena from Billings. The service will consist of two flights each weekday (there will be no weekend service). Since 2008 Montana’s largest city and the capital city have not been linked by air service. Silver Airways’ provides service to eastern Montana’s seven essential air service airports. This flight will not include federal essential air service funds. Flights will depart Billings around 7:00 am and 2:30 pm returning from Helena to Billings at 8:30 am and 3:30 pm. Exact schedules and fares will available around March 17 at <http://flygia.com/reservation.shtml> and on all other travel websites later this month.

Mechanics Renew Certificates

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

The annual Mechanics Refresher and IA Renewal Seminar were another success this year. There was 12 hours of training conducted by technical instructors representing many areas of aircraft maintenance and 2 additional hours of regulatory training conducted by the FAA. Sessions were well attended with 55 A&P Mechanics with Inspection Authorization (IA) from Montana, one from Oregon, two from Wyoming, and two from Colorado, 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 complete 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.

This 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 majors alterations or who did not performed a progressive inspection.

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

NASAO Renews Cooperative Agreement with FAA



The National Association of State Aviation Officials (NASAO) renewed the principal memorandum of understanding (MOU) with the Federal Aviation Administration (FAA) during a signing ceremony at FAA headquarters in Washington, D.C. last month. NASAO Chairman Debbie Alke, administrator of the Montana Department of Transportation Aeronautics Division and FAA Acting Administrator Michael Huerta continued a tradition dating to 1996, when FAA Administrator David Hinson signed the original MOU.

“NASAO is honored to partner with FAA in fostering cooperation and mutual support among the states, federal and local governments in order to be responsive to the regional, state, and national needs in support of the National Air Transportation System,” said Ms. Alke.

The MOU establishes a cooperative agreement between the two agencies continuing its long-term partnership in support of FAA's mission to provide government products and services to the aviation industry.

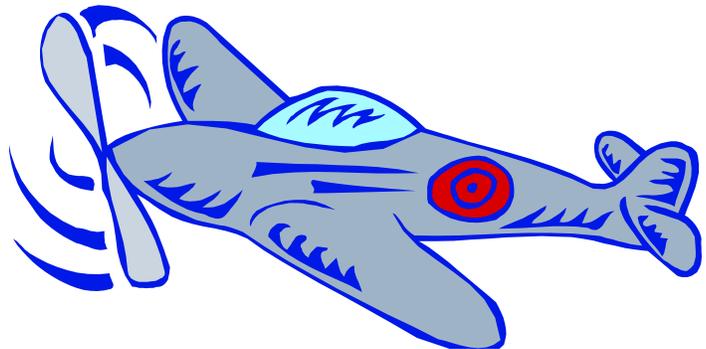
Through the MOU NASAO seeks to develop uniformity among the states and to preclude conflict and minimize duplication of state and federal efforts in the development of the national and state air transportation systems.

FY-13 Grants and Loans Awarded

<u>AIRPORT</u>	<u>GRANT AMOUNT</u>	<u>LOAN AMOUNT</u>
Baker	\$30,000	\$0
Big Timber	\$11,250	\$0
Bridger	\$7,000	\$0
Chinook 1	\$5,000	\$0
Chinook 2	\$5,000	\$0
Choteau	\$7,852	\$7,852
Cut Bank	\$25,431	\$144,569
Deer Lodge	\$7,000	\$0
Fairfield	\$14,700	\$0
Glasgow	\$76,500	\$58,000
Glendive	\$11,000	\$0
Hamilton	\$16,400	\$0
Hardin	\$40,000	\$0
Havre	\$0	\$2,940
Laurel	\$4,600	\$0
Lewistown	\$0	\$24,000
Libby	\$7,894	\$0
Ronan	\$25,000	\$25,000
Roundup	\$10,750	\$10,750
Saint Ignatius	\$9,000	\$0
Shelby	\$28,000	\$28,000
Sidney	\$19,275	\$39,275
Stevensville	\$7,250	\$0
Townsend	\$2,600	\$0
Turner 1	\$3,367	\$0
Turner 2	\$12,250	\$0
White Sulphur Springs	\$9,347	\$9,347
West Yellowstone	\$3,000	\$0
TOTAL	\$399,466	\$349,733

Pavement Preservation Program

<u>AIRPORT</u>	<u>GRANT AMOUNT</u>
Billings	\$11,000
Bozeman	\$11,000
Butte	\$11,000
Great Falls	\$11,000
Helena	\$11,000
Kalispell	\$11,000
Missoula	\$11,000
Total	\$77,000



Hoerner's Corner

Understand the clearance.

Being nervous when talking on the aircraft radio is common for new pilots. When working with Air Traffic Control pilots must be able to acknowledge receiving and understanding clearances. Your pilot's license can be at risk if you acknowledge that you understand the clearance and then don't follow through correctly with that clearance.

When calling ATC it is recommended to first listen and then give a short statement of who you are, your location, and your request. The controller might be working both ground and air frequency so there could be a slight delay in a response.

If you don't understand the clearance, ask for a clarification until you and the controller are on the same page. Read back the complete clearance; there are certain items the controller must hear or he'll ask you to repeat the clearance.

Controllers and pilots work as a team giving, receiving and understanding clearances that create redundancy in the system, which in turn creates safety. Each party needs to show tact and understanding when working with each other.

Big brother isn't only watching over you as the pilot, but also the controller. It is your responsibility and it would be wise to use the system until you're comfortable with receiving and reading back clearances.

What would you do?

You have completed your run up, all the instruments are in the green and you're ready for a takeoff. Before announcing your intentions there is one more item that should be completed.

As the pilot in command and the person that has all the responsibility, it would be wise to take a few seconds to think about your emergency procedures.

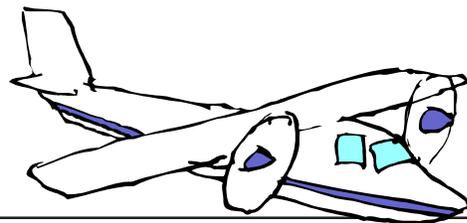
What will you do if the engine quits at a hundred feet in the air? How about over the departure end of the runway and two hundred feet above the ground, what would you do?

How about seven hundred feet up; would you turn back to the runway, or if attempting an emergency landing, where? These scenarios can be directed at either airplanes or helicopters.

The time to think about what you will do in an emergency is before it happens. The chances are slim, but if you have an emergency, implementing your emergency procedures will be easier.

On every takeoff plan for an engine failure, and if it happens you will be ready.

Take a few seconds before leaving the ground to think about what you would do if the engine stopped producing power, it might save a life.



MT Wing Inducts Governor Schweitzer into CAP



In early February, Wing Commander Col. Cahalen and Wing Vice-Commander Lt. Col. Lynch went to the State Capitol Building in Helena to induct Governor Brian Schweitzer and his Deputy Chief of Staff Ms. Sheena Wilson into the Civil Air Patrol and to assign them to the State legislative Squadron. Former Montana Wing Commander Colonel Carl Koeber, the commander of the State Legislative Squadron, was present to observe the ceremony and to welcome the two new CAP members into his unit. Pictured (l-r) Col. Cahalen presents Governor Schweitzer with his Civil Air Patrol membership documents. Col. Lynch and Col. Koeber offer congratulations.

Aviation Career Exploration Academy to be Held in June



The Aviation Career Exploration (ACE) Academy is a program designed to introduce high school students to aviation and space-related careers.

Activities will involve field trips to places like the Smoke Jumper base, Aviation Museum, Malmstrom Missile site, and Neptune Aviation facility. Other activities include seminars on aviation careers and a flight in the local area.

Enrollment is limited to 12 students. Tuition fee is \$130 per person, which includes meals, tours, and field trip transportation. The fee is not due until you have been notified of your selection.

The Academy base will be at the MDT Aeronautics Division, 2630 Airport Road, Helena. Some host families may be available for interested students who do not live in the Helena area and who need lodging during the Academy, or hotel rooms (double occupancy) will be provided for Thursday evening.

For further information contact Kelly Dimick at kdimick@mt.gov or Dave Hoerner at dhoerner@mt.gov or (406) 444-2506. Applications are due by June 10 and are available on our website at www.mdt.mt.gov/aviation. Come join the fun!



FAA Cites Continued Aviation Growth at Forecast Meet

Aviation in the U.S. is expected to pause in growth this year, but over the next 20 years to show significant growth, with general aviation's demand for products and services to be mainly in new business jets and Light-Sport Aircraft. These were the primary issues discussed at the FAA's annual forecast conference, held in Washington, D.C., last week.

Michael Huerta, acting FAA Administrator, said the slow but steady growth is dependent upon a future free of constraints and the advancement of the Next Generation Air Transportation System (NextGen).

As usual, the majority of the FAA's conference centered on air carrier operations. Over the next 20 years the number of passengers on airlines is expected to increase 500 million over the 731 million carried last year. Growth in operations at large airports is expected to outpace growth at smaller non-hub airports as air carriers continue to consolidate their networks. Growth at the 30 busiest airports is seen increasing about 50% over the next 20 years. This will require continued altering of flight paths and airspace designs and operations.

"As we move ahead," Huerta said; "We see a need to modernize the system to use advances in technology."

Improving airspace around these metropolitan areas is a collaborative effort among all parties, he added.

Advancement of aviation "must be kept at full throttle, expanding on the 10 million jobs and 1.3 trillion dollars that civil aviation currently contributes to the U.S. economy," Huerta said.

For more information visit FAA.gov.

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Customs Question Clarified

Catherine Fraser, Supervisor from U.S. Customs and Border Protection in Great Falls conducted a session at the 2012 Aviation Conference. During the conference one of the questions she received was “I’ve filed my APIS manifest. I’ve received my clearance response. What do I do if my flight plans change?”

Even though this scenario is addressed in every clearance response they send, they still get this question regularly. If changes to an already transmitted manifest are necessary (travelers are added, aircraft is changed, etc.), an updated and amended manifest must be retransmitted to CBP.

But, amendments regarding flight cancellation, expected time of arrival/departure (ETA, ETD) or changes in arrival/departure locations, to an already transmitted manifest may be submitted telephonically, by radio, or through any other existing processes and procedures.

If you have any questions or concerns, please contact Private.Aircraft.Support@DHS.gov or visit their website at <http://www.dhs.gov/index.shtm>.

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