



Del Bonita Work Session

By: Ken Wilhelm, Airport / Airways Aircraft Mechanic

The annual Del Bonita fly-in and work session was held on Saturday July 7. This multi-national fly-in, jointly arranged by the MDT Aeronautics Division and the Alberta Flying Farmers takes place at the Del Bonita International airport located between Cut Bank, Montana and Del Bonita, Alberta. The Del Bonita airport is one of three international airports administered by the MDT Aeronautics Division, and is located directly on the US/Canadian border in the international boundaries “no man land”.

The fly-in was well attended by participants from both sides of the border, and as is the tradition, the Alberta Flying Farmers provided a bar-b-que. It is always so nice to see our good friends from North of the border and swap stories. I flew our Division’s A-36 Bonanza on a beautiful sunny morning and was happy to see almost a dozen aircraft there from both sides of the border. The Department of Homeland Security’s Northern Border Air Wing out of Great Falls joined us again, arriving in a beautiful Cessna 206. The MDT Aeronautics Division provided a multitude of tools and “gopher bombs” for the runway maintenance work. Although it was my second work party, I have flown into this airport now several times and do not usually have trouble finding it. However, for the newcomer, locating the airport can be somewhat daunting as the international border can be harder to find than you think since the line on the map does not show up on the ground.

Workers filled gopher holes using poison smoke bombs to kill the rodents, painted the windsock standard, cleared weeds and performed other general upkeep. After working long and hard in the cooler morning hours, we retired to the comfort of lawn chairs to enjoy excellent hamburgers, homemade salads and desserts. As we dined, we listened to short presentations by Alberta Flying Farmers, and US and Canadian Customs. After the speeches were over and our bellies were full, we said a fond farewell to all of our friends from both sides of the border.



The Del Bonita Port of Entry is considerably less crowded than the Sweetgrass crossing which is the next crossing to the east.

When traveling to the Del Bonita airport, remember to call Customs one hour prior to landing if crossing the border. If you are visiting, please make that same call as a courtesy. After landing, be sure to park in the respective US or Canadian apron tie-down sides and remain in your aircraft until Customs Officers clear you.

The airport is located approximately 31 miles North of Cut Bank, Montana and is directly on the international border. It can be tricky to locate the US / Canadian border by the air as there is no obvious demarcation, either natural or artificial, to separate the two countries. For best results from the US side, try following highway 213 North from Cut Bank until you are able to spot the new US Customs building on the West side of the highway. This unpaved airport is in good shape. The runway is turf, covered by thick, dense, short grass. Runway length is 4440, width is 65, and elevation is 4336, so even light twins should have no problem getting in and out.

If you are interested in helping with this or other work parties, please call the MDT Aeronautics Division at (406) 444-2506 for more information. Until next year, here’s to blue skies.

Administrator's Column

Aviation education featured: Check out the AVED Journal. Some of MDT Aeronautics Division's aviation education programs are featured beginning on page 18, <http://avedjournal.com/magazine/>. This journal is a part of the State Aviation Journal that is owned by Kim Stevens an advocate of aviation and aerospace education. Kim served as the Director of the Nebraska Department of Aeronautics and as the Deputy Director of the Arizona Department of Transportation, Aeronautics Division. Thanks for the support and recognition Kim.

Unmanned vehicle system deadline missed: Legislation passed this year asked the FAA to designate six test ranges where certification standards and air traffic requirements could be developed to allow drone operations in the National Airspace by August 12, 2012. The Association for Unmanned Vehicle Systems International has written to the FAA inquiring into the process. In May, the FAA said it was making progress in its site selection process and expects to name the sites in December.

Through the fence: The FAA, acting under a congressional mandate will honor agreements that provide pilots with access to airport runways from their private residential property and is soliciting public comment on the so-called "residential through the fence" policy. The issue has been a hot-button topic for GA since 2009, when the FAA announced that it was planning to eliminate through-the-fence operations, ending access to airport runways from homes and businesses located on private property. In February, when Congress passed the first long-term extension of the FAA's operating authority since 2007, the bill contained a provision that assures no GA airport sponsor's airport improvement grants would be jeopardized by entering into through-the-fence agreements. Formal comments can be submitted until September 14. To access the FAA's interpretation and plans for administering the policy go to : <http://www.gpo.gov/fdsys/pkg/FR-2012-07-30/pdf/2012-18058.pdf> . Comments may be submitted citing Docket No. FAA-2012-0754, online or by mail to Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE., Washington, DC 20590.

Bozeman Airport (BZN) welcomes U.S. Customs: in partnership with the Yellowstone Club and Signature Flight Support, the Bozeman airport will now house a U.S. Customs and Border Protection (CBP) office. In addition to CBP providing clearance for international aircraft and passengers, other benefits include clearance of international cargo, which may arrive in-bound by truck, rail or air, and registration of weapons for hunters who are traveling overseas. The CBP facility is located at 550 Gallatin Field Road (the old terminal building located just north of the air traffic control tower).

Deadline approaching for electronic medical: on October 1, 2012, FAA will discontinue the use of the paper version of the form used to apply for a FAA medical certification. Airmen will be required to apply electronically, using FAA MedXpress, an online application: <https://medxpress.faa.gov/MedXpress/>. This is designed to expedite the processing of an applicant's request for certification and shorten the visit with the AME. The questions are the same as on the paper application. Once you've completed the application you "Submit" to the FAA. If you have questions or concerns about anything on the application, and want to have your AME review it before it's sent, print before clicking the "Submit" button and take the hard copy to your appointment. You cannot make any changes to your application once it's been submitted. Be sure to fill out the application a few days in advance of your appointment just in case you run into any problems.



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Calendar of Events

September 14-16, 2012 – Mountain Search Pilot Clinic, Kalispell City Airport. For further information contact Dave Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

September 21, 2012 – Opening and dedication ceremony of Missoula International Airport's new Air Traffic Control Tower, 10:00 a.m. to 11:30 a.m. Attendees will be required to park in their RV storage parking on the east side of the Airport (follow signage). Shuttles will run from 9:00 a.m. to 9:50 a.m. transporting everyone to the site.

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.

Cebulski and Smith Earn Float Ratings



Wade Cebulski, of MDT Aeronautics (l) and Pat Smith of Montana Livestock Ag Credit Inc. (r) recently earned their single engine seaplane float ratings through Back County Flying Experience. Back Country Flying Experience is a newly formed company that provides float ratings, mountain flying and ski plane instruction. The base for the float ratings is Stillwater Landings on Stillwater Lake north of Whitefish. The six hour course included glassy water landings, beaching, sailing on the water, emergency landings and short takeoff techniques. Also included were landings and takeoffs at six different lakes. A float rating is one of the most fun and least expensive ratings available. Congratulations Wade and Pat.



Why Christmas in August?



A Christmas celebration was held at the Yellowstone Airport on August 24. Why Christmas in August you ask?

This celebration dates back to August 25, 1925 when tourists were stranded by a heavy snowfall at the Old Faithful Inn in West Yellowstone. With tourists stranded the employee hosts decided to make the best of their situation. Since it was the 25th of the month they suggested a Christmas celebration in August. The snowbound visitors loved the idea. Gifts were exchanged and Christmas carols were sung around the crackling fireplace in the rustic lobby of the Inn.

From that time on, it has become a tradition to celebrate Christmas in August, during the period of the 23rd to the 25th. The Inns, lodges, and stores of Yellowstone have their own employee parties where small gifts are exchanged, dinners are enjoyed, and employees offer entertainment.

This is also a time for all employees at the airport to get together and have a little fun as they near the end of the working season.

Dreams Do Come True

By: David J. Hoerner

The small mountain that was protruding up through the smog was the perfect location to make a pinnacle landing and a chance to demonstrate to my helicopter student (Don Herbert) what it looked like to make an actual mountain top landing.

Over the years I'd had many young enthusiastic want-to-be aviators walk into my training facility. Don was one of these individuals that seem to be totally focused on his goal and was determined to succeed.

I had bought an Enstrom helicopter from an aviation company in the Los Angeles Basin and brought Don along to gain flight experience. We gave the machine a strenuous flight test and inspection, then departed for Kalispell.

The visibility was a mile or so in the smog, this was in the days before GPS. I noticed Don had a WAC chart out instead of a Sectional chart; "Where's the sectional?" I asked. The needed map was in the baggage compartment, Don felt bad. I replied "That's no problem we're in a helicopter, we'll land and get the map out."

A smile went across his face when he realized that everything was okay, we'd find a landing spot to retrieve the right map. I circled looking for obstacles and at a couple of hundred feet out pulled the nose of the helicopter upward to help slow the forward airspeed.

To help slow more I pulled collective, without warning the belt that connects the engine to the rotor slipped. We immediately lost power to the main rotor.

The Enstrom shuttered with protest as I stood the machine on its tail, then leveled the helicopter and pulled the rest of the collective. We slammed on to the edge of the platform and slid forward ten feet, stopping right on top.

We returned to Montana via the airlines; the original owners of the Enstrom would fix the problem and deliver the helicopter. A month later with the so called problem fixed the belt slipped again; Don and I slid onto another tight pinnacle.

We replaced the big belt that drives the rotor and with Don along I put the helicopter through every possible emergency situation with no slippage problems.

A few weeks later Don was on a solo flight and on short final to the city airport, the belt slipped again. Don had paid close attention to all the real emergencies and put what he'd learned to use, he slid onto the pavement with no power or damage to the helicopter. An overhaul of the complete drive system fixed the problem for good.

Another person with enthusiasm and focus was Eric Kombrec, at age eighteen he called looking for a flying job. His dad Dick had made sure he'd grown up around airplanes and helicopters. Eric obtained his flight training from Art Dykstra in Missoula and during his flight lessons he worked as a fuel boy at Minuteman Aviation.

Eric flew with me in my 185 flying in high mountain winds and poor visibility and in a short time he graduated into the Cessna 206. The rest of the summer was spent following me as we weaved our way into the back country airstrips.

A small glance over my shoulder proved he was right where he should be. He'd listened and implemented my instruction to the letter. One of his greatest attributes was his ability to learn the first time; he was like a sponge and performed back country trips with abilities that were far above his experience level.

Don had become my lead helicopter instructor and it wasn't long before Eric was receiving instruction from both of us in helicopters. Over the next few years both Eric and Don received their CFII in Airplanes and Helicopters.



Pictured are Eric Kombrec (l) and Don Herbert (r).

The natural progression is to gain experience and then move on to bigger and better things. I wasn't looking forward to their leaving but knew it was in the near future.

Don sent out applications and received an offer for an interview with Air Logistics in the Gulf of Mexico.

After building experience flying in low visibility and gaining valuable experience performing platform landings at night he transferred to Air Logistics of Alaska. Don is now stationed in Fairbanks Alaska flying both Bell 206 and Bell 407 Helicopters.

He received his Airline Transport License and besides being a charter helicopter pilot, he's also check airman for Bristow Alaska Inc.

Eric moved on to fly for Kalispell Regional hospital in a Pilatus PC-12, and then moved on to fly for Edwards Jet Center flying a Beech King Air 100 and a Piper Malibu Turbo Prop for a company called E.T.A.

At 22 he was hired on by SkyWest of Salt Lake City as first officer in a Canadair Regional Jet. Over the next three years he flew under contract for United, Delta and Midwest Airlines. In his spare time he continued flight instruction in helicopters and built his helicopter time enough to gain a position with Omni Flight Helicopters of Addison Texas flying Astar Helicopters.

He was promoted to Base Manager and was transferred to Coeur d'Alene, Idaho where he flew for Life Flight. In 2011 he was transferred as a Seasonal Pilot Position with Bristow Alaska Helicopters and transferred to Fairbanks. Eric is now continuing his flying career with Bristow Alaska of Fairbank.

Both of these young men showed up with a dream. They focused on their goals and in a few short years have gained flight experience and have become professional pilots that are making a difference.

They are living proof that with a goal in mind coupled with dedication and hard work dreams do come true.

Montana Wing Conference Held in Helena



(L to R): Col Bost, Col Cortum, Maj Gen Carr, Col Cahalen, Maj. Gen. Quinn, Col Mary Feik.

The 2012 Montana Wing Conference was held at Ft. Harrison in Helena from August 10-12. In addition to the senior members and cadets from across the state that attended, MTWG was pleased and proud to play host to several distinguished guests and a very special guest of honor. The distinguished guests were CAP National Commander Maj Gen Charles Carr, Rocky Mountain Region Commander Col Donald Cortum and his Chief of Staff Col Robert Bost, and the Montana State Adjutant General Maj. Gen. Matthew Quinn. The special guest of honor was CAP Col Mary Feik, nationally known and supremely experienced aviatrix, recipient of numerous aerospace awards, enshrined in the "Women in Aviation" Pioneer Hall of Fame and the person for whom CAP's Mary Feik Award (Achievement 3, Cadet/Senior Airman) was named.

You're Invited...

To the opening and dedication ceremony of Missoula International Airport's new Air Traffic Control Tower

Please join us for food, drinks, and a tour of the new facility on Friday, September 21, 2012 10:00 a.m. to 11:30 a.m.

Attendees will be required to park in the RV storage parking on the east side of the Airport (follow signage). Shuttles will run from 9:00 a.m. to 9:50 a.m. transporting everyone to the site.



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.



Latest FAA Safety Briefing Online

Now available online is the September/October issue of FAA Safety Briefing, which explores the role of the aviation educator. Articles focus on flight instructor requirements and best practices, as well as the many tools and educational resources that can help sharpen teaching skills. To access go to http://www.faa.gov/news/safety_briefing/2012/media/SepOct2012.pdf.

Yellowstone Aviation Celebrates 30 Years!



It's hard to imagine but the current owners of Yellowstone Aviation have been at it for 30 years.

On September 15, 2012 Sandy and Robert (RJ) Moulton will have been operating Yellowstone Aviation for 30 years.

Back in September of 1982, RJ and his business partners, Pete and Brad Mead, purchased Yellowstone Aviation Fixed Base Operation at the Yellowstone airport. From 1983 till 1992 RJ, his partners and some dedicated employees kept the operation running along.

In 1993 RJ's wife Sandy joined the team and she and RJ have been running the FBO together ever since. Sandy originally worked at Avis as a car agent at the airport from 1983 to 1993.

Sandy and RJ'S three children Adam, Ashley and Tory all worked the family business from the time they hit their early teens into their early twenties.

Yellowstone Aviation operated out of the terminal building until 2008. During the summer of 2008 Yellowstone Aviation began construction of a new building and in the spring of 2009 Yellowstone Aviation moved into their new headquarters north of the terminal building.

When asked about memorable times in their long career at the airport, the Moulton's have had many, but topping the list was when President Obama and Air Force One came to the airport for a visit.

The three tri-state fly-in's that the airport had hosted back in the late 80's was also a standout event with over 400 planes parked on the field and of course the forest fires of 1988 is something they will never forget.

Next time you fly to Yellowstone airport stop in at Yellowstone Aviation to congratulate Sandy and RJ and look over the numerous pictures and memorabilia they have on display.

Montana-Idaho Wing Joint Encampment Trains 85 Cadets

Civil Air Patrol members recently completed the 2012 MTID Wing Joint Encampment, held July 11-19 at Fort Harrison near Helena, Montana.

Hosted by the Montana and Idaho Wings, 38 staff and 47 cadet basics came from the Rocky Mountain and Pacific CAP regions and 3 CAP wings. The senior staff was composed of 14 senior CAP members from Montana and Idaho.

Training the cadet basics was the top priority during the ten-day event and safety was always a primary concern. Activities included classroom sessions on Civil Air Patrol and U.S. Air Force topics, aerospace education, and emergency services.

The Montana Army National Guard allowed the encampment the use of the land navigation range as well as an obstacle training course. A weapons simulator provided by the MTANG allowed the cadets to train on a simulated firing range and conduct a marksmanship competition. Another cadet training exercise involved techniques for personnel to evacuate a disabled HMMWV (Humvee) after a simulated roll-over accident (the HEAT trainer) to stress the importance of wearing seatbelts. In addition, cadets trained in drill and ceremonies, received classroom medical triage instruction, land navigation and time management instruction. There was practical instruction to test what was learned about triage in the field. Cadet leaders were taught to evaluate potential risks prior to all scheduled activities. Later in the week, cadets were able to view the interior of a Blackhawk helicopter and talk with the flight crew.

The week ended with a pass in review parade, and an awards banquet.



*A Montana cadet prepares to train in the HEAT rollover simulator
(Photo credit: C/2d Lt Lemmon)*

Hoerner's Corner - Surviving a Controlled Crash

Wrecks or crashes are words that most aviators do not often use in their vocabulary. The words alone usually are associated with injury and sometimes death. I've learned from past experiences that aircraft accidents don't always happen to the other guy, it can happen to you or your loved ones.

I have often wondered why some survive and some don't. Do the survivors just luck out or did they do something to make survival possible?

There are procedures that, if performed with diligence and focus, make the odds of surviving higher. The first starts with a complete preflight inspection.

Airplanes and helicopters can maintain flight with a high degree of damage. Bird strikes to a leading edge or wind screen, or a big nick out of the prop or main rotor means an immediate precautionary landing, not a full out emergency.

But there are two items that must be verified or engine stoppage will happen without a possible re-start, these items are lack of fuel or oil. The fuel you left in the ground or oil on the shelf will do no good; don't cut yourself short on either product.

Switch tanks, mixture rich and back up bust pump didn't help, the engine won't re-start and you're going down; what next? We all learned in our primary training to fly the airplane, but there is a lot more we can do. If you are a diligent pilot you would have already turned toward that last emergency location you had spotted seconds earlier. Don't get distracted, control the aircraft and airspeed that the manufacture recommendations. The next thing is to control the panic which is associated with sudden lack of thrust and noise. If you don't control the panic, it will take full control of the remaining flight and move the odds of surviving into a downward spiral.

The next item is to **admit** to yourself that you are going to make an emergency landing and you or your passenger could get injured. Then **commit** to the emergency early; don't wait until time has run out to make good decision on where you will attempt a landing. Wait too long to admit and commit and your just along for the ride and survivability plummets.

If there is a road within glide distance, paved roads may be wide enough but gravel roads (unless out in the prairies) are not usually wide enough to keep the wings out of the trees or power lines.

How about water? Is that high mountain lake within reach? It might be the best location but be warned, land close to the shore and be ready to get out. Airplanes and helicopters can sink within minutes or faster. Surviving the water landing is possible but the next issue is to survive the outside temperatures.

The biggest factor in surviving an emergency landing is controlling airspeed and being able to land at your selected emergency landing spot. Even if the small meadow you picked was too short, landing near the end of the meadow at minimum speed and then rolling into the trees or going over is survivable at the lower speeds.

Surviving doesn't always mean just the crash, you still have to be found and rescued. Filing a flight plan, or having a tracking device along and making sure someone knows where you're at, this might be the smartest thing you could do before each flight.

Don't wait; take the time to put a survival kit together and pack it full of warm cloths, survival equipment and a good medical kit. Get that tracking device activated, it will help bring rescuers to you in your time of need.



New Hire at MDT Aeronautics

MDT Aeronautics Division welcomes Cynthia Roscoe to the Safety and Education Bureau. Cindy is a former 6 year employee of the MDT Administration Division. Cindy and her husband Tory have two children, Miriam 21 months and Micah 5 months, and make their home in East Helena. Cindy was born and raised in the Helena area. Her duties at Aeronautics will include helping foster and promote safety and education in the aviation field. As an Administrative Assistant she will also help in organizing the departments many education and safety clinics, process pilot registration and work with accounts receivable and payable. Cindy can be contacted at croscocoe@mt.gov or (406) 444-9566. Welcome aboard Cindy!





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