

Montana and the Sky

Montana Department of Transportation

Aeronautics Division

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FAA Relaunches ADS-B Out Rebate



The Federal Aviation Administration announced it is relaunching its \$500 Automatic Dependent Surveillance-Broadcast (ADS-B) rebate program effective through October 11, 2019. The agency is making another \$4,900,000 available under the rebate program, allowing rebates for about 9,792 ADS-B Out Installations.

January 1, 2020 is an important and costly date for most aircraft owners and pilots. Aircraft flying in airspace where a transponder is currently required will need to be equipped with a compliant ADS-B Out system.

The reopening of the ADS-B Out rebate program will make our national airspace system safer and more efficient. By incentivizing even more aircraft owners to apply this technology to their aircraft, we can expedite this process. This will be the final opportunity for GA aircraft owners to take advantage of the FAA rebate before the 2020 deadline. The previous rebate program, which started in September 2016 and ran for a year, issued more than 10,000 rebate payments.

The FAA requires the following steps to meet the mandate and receive the \$500 rebate: 1) purchase the equipment and schedule the installation at a shop of your choosing, 2) obtain a Rebate Reservation Code by reserving a position on the FAA's website, 3) install the equipment, 4) conduct the required equipment performance validation and get an Incentive Code, and 5) claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

The rebate program is available only to those who have not yet equipped their aircraft. It can't be applied retroactively. The AOPA has published an "ADS-B Selection Tool" on their website to help owners through the process, answer questions and select appropriate equipment for their aircraft.

In addition to the ADS-B Rebate reservation portal, the "FAA's Equip ADS-B" website lists FAA-certified ADS-B equipment and has a searchable equipage database. Go to the website below to start your reservation checklist and begin the rebate process <https://adsbrebate.faa.gov/RebateReservation>.

Don't delay your installations and possibly end up grounded once the deadline is upon us. Avionics repair stations are already booking reservations many months in advance to complete these installations. We encourage everyone to take advantage of this final rebate to help offset the cost of adding this technology to your aircraft. If you own more than one aircraft, you can apply for each one individually.

Welcome Derrick Olheiser

Derrick Olheiser joined MDT Aeronautics Division as an Aircraft Technician in September of 2018.

As a senior in high school, Derrick and his teammate won 1st place in the National Plymouth AAA troubleshooting contest (most recently sponsored by Ford) in Washington, DC. He received a scholarship, which he used to attend school and obtain his Airframe and Powerplant (A&P) license.

After completing A&P school, Derrick worked for BFGoodrich Aerospace in Everett, WA for five years before working for Northwest Airlines for nine years, where he did heavy structure repairs and line maintenance. While working at SEA-TAC airport, Derrick had the opportunity to taxi a DC-10.

After 9/11, Derrick went back to school for automotive repair and had been working as an Automotive Service Excellence Level 1 (ASE L1) Master Automotive technician. Derrick comes to us from MDT Traffic Planning, where he's been working as an Electronic Repair Technician with the Weigh In Motion/Automatic Traffic Recorder (WIM/ATR). Derrick will be conducting the maintenance on division aircraft, vehicles, & equipment, as well as handling the resale program and carrying out general maintenance duties at the 16 state-owned airports. Derrick has a grown daughter, two grown stepsons and a 9-year-old son.



Derrick Olheiser
Photo credit: MDT Aeronautics



Tim Conway, Administrator

Montana and the Sky
Department of Transportation

Steve Bullock, Governor
Mike Tooley, Director

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Telephone - (406) 444-2506
Fax - (406) 444-2519
P.O. Box 200507
Helena, MT 59620-0507
www.mdt.mt.gov/aviation/

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Seeley Lake Airport Gets Upgrade



Photo Credit: MDT Aeronautics

Recently the Seeley Lake Airport received three new concrete helipads in the northwest corner of the field. During the previous fire season, the Seeley Lake Airport played a critical role in battling the severe forest fires in the region. It was used as an air-attack base for the United States Forest Service as well as private contractors for helicopter fire bombers.

The new helipads are ready to help during the next fire season. The area surrounding them was cleared of rocks, stumps and smoothed out before being hydroseeded with grass. The Cottonwood Lakes Road provides exclusive access to the area with a through-the-fence agreement

the next time the area is needed as a fire base.

Seeley Lake Airport is a Montana state-owned airport that and received funds from the US Forest Service to use the airport as their fire base. Montana Aeronautics reinvested the funds received during the previous fire season into the airport to create the helicopter landing zones.

Babb Airport

The Babb Airport is a Montana state-owned airport located on the eastern edge of the Rocky Mountain front and serves as a gateway to Glacier National Park. With Many Glacier just to the west and Lower St. Mary Lake to the south, Babb is an ideal summer stop to take in the sights.

The airport is at 4518' MSL and has a 3860'x110' turf strip in fair condition. A tie down area suitable for camping is adjacent to the runway. Be sure to carefully evaluate wind conditions prior to landing as they tend to be shifty so close to the front. Walking a few minutes into town for a bite to eat is a must when visiting this scenic airport!



Photo credit: MDT Aeronautics

Flight Instructor Refresher Course (FIRC)

Calling All CFI's & Chief CFI's!



The MDT Aeronautics Division is hosting Aviation Seminars for the 2019 FIRC February 8th and 9th at the Delta Hotels Helena Colonial, located at 2301 Colonial Drive, Helena, Montana. Reserve your room by calling 406-443-2100 and reference rooming block "Flight Instructor Refresher Course". This two-day, FAA approved course will run from 10:00 a.m. until 7:00 p.m. on Friday, and from 8:00 a.m. until 5:00 p.m. on Saturday. This course meets FAA's renewal requirements for certified flight instructors (CFI & Chief CFI) and includes IACRA renewal.

Dates

February 8-9, 2019

Location

Delta Hotels Helena Colonial
2301 Colonial Drive
Helena, MT

Tuition Information

Montana Registered Pilots: \$175.00
Non-Montana Registered Pilots: \$195.00

Registration

Register for the FIRC online:
<https://www.aviationseminars.com/mt-firc>

More Information

For more information call Jeremy Gouley at 406-444-9568 or email jgouley@mt.gov

Not a Montana registered pilot? Register as a Montana pilot (MT Airport Directory and newsletter included) and save \$20.00 off the FIRC registration. More info on Montana pilot registration: <http://www.mdt.mt.gov/aviation/regpilot.shtml>

INOPERATIVE EQUIPMENT WHAT DO I DO?

You just bought a new airplane and you have gone to pick it up. On the way home, you were checking out all the equipment in the panel and you realized the Automatic Direction Finder (ADF) won't tune to a local AM radio station and play your favorite music. You continue to your next fuel stop while thinking that you really would just like to remove this ADF, and everything else for that matter, and install a new glass cockpit after a few summers of flying it like it is. Safely on the ground at your fuel stop, you reviewed a few regulations and documents pertaining to required equipment and inoperative equipment such as FAR 91.213(d). You've determined that this ADF is not required for the rest of your trip home, since you are flying under Part 91.



Photo Credit: "Piper Cherokee PA 28 140/O IN-OP"
www.xplanereviews.com

Now that you know you can continue your trip home legally, and safely, you deactivate your ADF by pulling the circuit breaker, putting a collar on it and placarding the ADF "inoperative." Once established in cruise on the second leg of your trip home you start to think about how long you can leave this ADF alone as placarded "inoperative." You start to think, "Do I have to have this ADF repaired, replaced, removed at the next annual, or can I leave it alone until my panel upgrade?"

You are not alone with these thoughts, especially considering the age of the average general aviation aircraft is more than 30 years old. In fact, earlier in 2018 the FAA reviewed a letter of interpretation on this very subject a second time and changed positions on how this action is to be executed.

FAR 91.405(c) says that inoperative equipment under 91.213(d)(2) must be "repaired, replaced, removed, or inspected at the next required inspection." The first legal interpretation addressed whether an aircraft could continue to be flown "indefinitely" with inoperative equipment installed. "No!" In other words, it was not legal to reevaluate the inoperative equipment at the next inspection to confirm that it was still inoperative, safe and could continue on.

Recently, the FAA revisited the rule and reviewed the legal interpretation a second time, and lucky for you and your ADF, they changed their answer. There was much debate over the interpretation of this regulation sparking the second review.

In order to answer this question, the FAA went back to the original rulemaking relying on law making notes and the preamble from the late 1980s. The second interpretation states that if the inoperative equipment is not repaired, replaced, or removed at the next required inspection, (most often the annual inspection, in the case of light-general aviation aircraft) the inoperative item must be inspected again at that inspection in order to ensure that the discrepancy will not have an adverse effect on the safe operation of the aircraft." It goes on to explain that operations with inoperative equipment could continue "indefinitely" if the reevaluation is appropriately conducted and logged in the aircraft's permanent records each time the aircraft undergoes a required inspection.

So, as long as the inoperative ADF remains appropriately placarded, reassessed at required inspections and documented in the logs, you can continue to fly legally and safely, albeit without listening to your favorite AM radio stations, until you finally pull the trigger on the panel upgrade.



**Merry Christmas & Happy New Year
from MDT Aeronautics Division**

**Effie Benoit, Wade Cebulski, Tim Conway, Jeremy Gouley,
Matt Lindberg, Pam McDaniel, Derrick Olheiser, Patricia Trooien**



Calling All Youth Artists!



The Montana Department of Transportation (MDT) Aviation Awareness Art Contest is designed to broaden awareness of the importance of aviation and aerospace to the economy and to promote careers in these industries. The contest is open to all students in grades K-12 in public, private, and home schools.

Categories Prizes Entry Requirements

Category 1:
Kindergarten - 5th grade

Category 2:
6th Grade - 8th Grade

Category 3:
9th Grade - 12th Grade

FIRST PLACE in each category:

1. A round trip flight to Helena for the winner and his/her parents (legal guardians) on May 3, 2019 for the awards ceremony in Helena.
2. Transportation Director, Mike Tooley will present all three winners with a trophy, certificate, and their artwork matted and framed.
3. Following the ceremony, the winners and their families will tour the airport and enjoy lunch.

SECOND & THIRD PLACE in each category:

1. A trophy and Certificate of Achievement.

1. Contest deadline is: Monday, April 1, 2019.
2. Contest is open to all Montana students, grades K-12.
3. Size of poster is not to exceed 11" x 14".
4. Artwork must have an aviation theme - can be color or black & white.
5. Please no tracing the images.
6. All artwork must include the following:
Name of Student, Student's Grade, School's Mailing Address, Phone Number, and Teacher's Name



Aeronautics Safety Zone

It's As Easy As A-N-C

From the earliest days of flight training, pilots are taught an important set of priorities that should follow them through their entire flying careers: Aviate, Navigate, and Communicate. The top priority — *always* — is to aviate. That means fly the airplane by using the flight controls and flight instruments to direct the airplane's attitude, airspeed, and altitude.

Rounding out the top priorities is figuring out where you are and where you're going (Navigate), and, as appropriate, talking to ATC or someone outside the airplane (Communicate). However, it doesn't matter if we're navigating and communicating perfectly if we lose control of the aircraft and crash. A-N-C seems simple to follow, but it's easy to forget when you get busy or distracted in the cockpit.

A famous example of a failure to aviate is the December 1972 crash of Flight 401, an Eastern Airlines Lockheed L-1011. The entire crew was single-mindedly focused on the malfunction of a landing gear position indicator light. No one was left to keep the plane in the air, as it headed towards a shallow descent into the Florida Everglades. Four professional aviators — any one of whom could have detected the descent — were so focused on a non-critical task that they failed to detect and arrest the descent, resulting in 99 fatalities. They did not follow established aviation priorities — they *failed to first fly the aircraft*.

Produced by FAA Safety Briefing

World War II; Women Airforce Service Pilots (WASP) Moved Aircraft to Great Falls MT



By Brandie Gouley

On March 11, 1941, Congress passed the Lend-Lease Act, a program conceived by President Roosevelt originally to help Great Britain in its war effort against the Germans. The Lend-Lease Act gave the chief executive the power to “sell, transfer title to, exchange, lend, or otherwise dispose of” military resources that would ultimately serve the defense of the United States.

Juanita Cooke at gathering

Photo Credit: National WASP WWII Museum

Three months later, Germany invaded the Soviet Union. Born out of fear that the Soviet Union would fall without Allied aid, the United States, with the agreement

of Great Britain, extended resources set forth in the Lend-Lease Act to the Soviet Union. Resources such as trucks, machine guns, radar systems, combat vehicles, and, most importantly, planes were sent to the Soviet Union to assist them in resisting German invasion.

Getting the planes to the Soviet Union proved an interesting feat. The route chosen came to be known as the Northwest Staging Route and the Alaska-Siberia Air Road (ALSIB). The Northwest Staging Route consisted of airfields about 100 miles apart, starting in Great Falls, Montana, to Edmonton, Alberta, and then along the Alaska Highway to Fairbanks. From Fairbanks, the Alaska-Siberia Air Road had stops at Uelkal, Seimchan, Yakutsk, Kirensk, Omsk, Sverdlovsk, Kazan, and then finally, to the destination of Moscow, for further distribution to the battlefronts in need.

This begs the question of how the planes got from the manufacturing facilities to Great Falls, Montana. This task became one assigned to members of Women Airforce Service Pilots (WASP), an informal division of the U.S. Army Air Force (the predecessor to the U.S. Air Force). As male pilots were freed for combat missions, trained female pilots took over the role of ferrying those newly manufactured planes to the staging area in Great Falls.

One such WASP pilot was former Helena resident Juanita Cooke. As an already commercial-rated pilot, Juanita started her WASP training in AT-6 and BT-13 aircraft in Sweetwater, Texas. When it came time to choose a base to be stationed at, she chose Romulus, Michigan, close to the B-24 factory (the Willow Run Bomber Plant) and Stinson Aircraft Company. Juanita started ferrying Stinson L-5 Sentinel (a liaison aircraft), and then C-47s (the military version of the DC-3). She also ferried P-63, P-47, P-40, and P-39s. On ferrying the aircraft, she recalled, “You came in [to Great Falls] and delivered your plane and you’d have to go through all the rigamarole of getting it signed off and that. And you have to wire back to your base and tell them that you’ve delivered . . . You deliver a plane one place and pick up another one and go on with that.”

In 1942, WASP female pilots, along with the Air Transport Command (ATC), ensured that 198 aircraft were flown to the Soviet Union via the Northwest Staging Route and ALSIB under the Lend-Lease Act. In 1943, that number increased to 2,662 and then again in 1944 to 3,164.

However, in December 1944, just as a bill was introduced to make WASP a formal division of the military, WASP was deactivated. Juanita Cooke recalled, however, an ongoing if not increased demand for more planes to be delivered to the Soviet Union. “When we were deactivated . . . many of us sent telegrams to everyone we could – congressmen, anyone we could think of. Some [WASP pilots] suggested volunteering and work for nothing until those planes were delivered . . . it was the need of [the war planes]. I guess that’s the patriotism. It was the need to get them delivered . . . We were so absorbed in what we were doing and feeling that we were really doing something for our country. It just seemed like a shame that we had to quit right then.”

The WASP dedication to patriotism was formally recognized in 1977 when President Carter signed a bill (H.R. 8701) into law, recognizing WASP service as active duty in the armed forces, and entitled those dedicated women pilots to veteran’s benefits.

Calendar of Events

January 16 & 17, 2019 - Aeronautics Board Meeting. For further information contact (406) 444-2506.

January 20–22, 2019 - Association of Montana Aerial Applicators (AMAA) Annual Convention and Trade Show. For more information contact Colleen Campbell at (406) 781-6461.

January 31, 2019 - Flying Musicians Association Solo Scholarship Application Deadline. Visit this site for detailed information <http://flyingmusicians.org/members/download.php?list.65>.

February 8 & 9, 2019 - Flight Instructor Refresher Course (FIRC). The MDT Aeronautics Division will conduct the 2019 FIRC February 8th and 9th at the Delta Hotels Helena Colonial, located at 2301 Colonial Drive, Helena Montana. Rooms have been blocked at prevailing government rate plus tax. Reserve your room by calling (406) 443-2100 and reference rooming block "Flight Instructor Refresher Course." The two-day, FAA approved course will run from 10:00 a.m. until 7:00 p.m. on Friday and from 8:00 a.m. until 5:00 p.m. on Saturday. **Register for the FIRC online at <https://www.aviationseminars.com> or call 800-257-9444.** For more information contact Jeremy Gouley at (406) 444-9568 or email jgouley@mt.gov.

February 28 - March 2, 2019 - The 35th Annual Montana Aviation Conference. Will be held at the Fairmont Hot Springs Resort located at 1500 Fairmont Rd., Anaconda, Montana. The closest commercial service airport is Bert Mooney (BTM) in Butte, Montana. **Lodging Information** - For your convenience, rooms have been blocked at conference rates at the following locations. Reservations must be made **prior to February 12, 2019** to be eligible for the conference rate. Reference rooming block **Montana Aviation Conference** to receive the conference rate. The conference has arranged transportation between the Fairmont and the Best Western and the Copper King locations.

- **Fairmont Hot Springs Resort** located at 1500 Fairmont Rd., Anaconda, MT - \$94.00 + taxes and fees for single occupancy; \$109.00 + taxes and fees for double occupancy; \$124.00 + taxes and fees for triple occupancy; \$139.00 + taxes and fees for quadruple occupancy. Rooms can be booked by calling (406) 797-3241. **You MUST reference Montana Aviation Conference to receive a room.**
- **Best Western Plus Butte Plaza Inn** located at 2900 Harrison Ave., Butte, MT - \$94.00 + taxes and fees. Rooms can be booked by calling (406) 494-3500.
- **Clarion Inn Copper King Convention Center** located at 4655 Harrison Ave., Butte MT - \$94.00 + taxes and fees. Rooms can be booked by calling (406) 565-5001.

Visit <https://www.mdt.mt.gov/aviation/events.shtml> for registration forms. For more information, contact Aeronautics at (406) 444-2506 or email MDTAvConf@mt.gov.

March 1-2, 2019 - Montana Aircraft Mechanic Refresher & IA Renewal Seminar. Will be held in conjunction with the annual Montana Aviation Conference at the Fairmont Hot Springs Resort. **Due to limited seating, IA Mechanic Seminar registrations will be accepted until sessions are full.** Each session contains four hours of training with a total of four sessions. When registering, indicate which sessions you plan to attend. Only two sessions are required to meet Title 14 of the Code of Federal Regulations (14 CFR) part 65, §65.93(a)(4) for IA renewal. Visit <https://www.mdt.mt.gov/aviation/events.shtml> for registration forms. For more information, contact Aeronautics at (406) 444-2506 or email MDTAvConf@mt.gov.

You Can Help

Due to Print Service restructuring, the cost of newsletter publication has increased by 150 percent. MDT Aeronautics would like to start sending the newsletter out electronically to as many of you as we can. This will free up funds for some of the other great programs we would like to offer. If you choose to receive the newsletter electronically, just provide us with your email address and next month it will show up in your inbox! Please email your request to MDTAeroSafetyEd@mt.gov.



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VISION ZERO

zero deaths · zero serious injuries

MONTANA DEPARTMENT
OF TRANSPORTATION

December 2018

5403

Aeronautics Division
2630 Airport Road
PO Box 200507
Helena, Montana 59620-0507



Vision Zero: A Goal for Everyone

In 2017, there were 187 fatalities on Montana roads.

What does that mean? 187 parents, children, grandparents, friends, siblings, spouses, and other loved ones had lives that were cut short. It also means countless tears and shattered lives for those left with the aftermath of unsafe driving behaviors. Which loved one are you prepared to lose? If your answer is none, then Vision Zero is also YOUR goal.

It will take every one of us to work towards the day that Vision Zero is met, and the fatality total reads "ZERO." Two of the highest contributing factors to traffic fatalities in 2017 were alcohol and no seat belt.

These are behaviors that can be changed! Start by always wearing your seatbelt and planning for sober transportation. Remind your loved ones and those around you to do the same.

-Director Mike Tooley, MDT

Visit www.mdt.mt.gov/visionzero for more information.

VISION ZERO
zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

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