



Summit Aviation Tapped Among Top Flight Schools

Story by Hannah Stiff, Staff Writer for Belgrade News reprinted with permission from the February 8 Belgrade News



Planes are lined up on the tarmac outside of Summit Aviation. The business was named among the top flight schools in the nation.

Brothers Kyle and Ryan Fenn live together, own a dog named Huckleberry together and work together. Though they have side-by-side cubicles, the brothers both love the time they spend in the sky.

As flight instructors at the Summit Aviation School, the brothers Fenn teach new students what they learned growing up, how to maneuver a tiny plane through the endless sky.

“For us, it was always just a thing dad did when we were growing up,” Ryan said. “He’d be gone for a few days. Then he’d come back and we would take flights together.”

Ryan and Kyle have a 15-year-old brother who wants to be a pilot, also. The boys’ only sister is a flight attendant. The Fenn’s commitment to flying is one mirrored by the rest of the staff at Summit Aviation.

That dedication is paying off, too. The local flight school was just named of the top five flight schools in the nation by the Aircraft Owner’s and Pilot’s Association. The award was created this year to celebrate schools that practice “best flight training practices.”

To receive a pilot’s license, Summit students must complete 35 hours of flight time coupled with textbook instruction and written tests. Walton said most Summit students from the area do the classroom portion at the Gallatin

College. The college offers students the opportunity to earn an associates degree in aviation.

After classroom lessons, Gallatin College students drive to Belgrade to put in flight time with Summit instructors.

People who aren’t enrolled at Gallatin College are welcomed to complete all aspects of earning a pilot’s license at Summit.

“If you just want to come in off the street, we can do ground instruction and flight instruction,” Ryan said.

Last year, Summit Owner Ben Walton said about 500 people visited Summit to receive various levels of flight training.

“People from all over the world come here to fly our planes,” he said. “They want to come here for the mountain flying and modern equipment.”

There are 12 planes in the Summit fleet. Most of the planes are made by Diamond Aircraft of Austria. Diamond boasts the most fuel-efficient planes on the market, a testament, they say, to a country where gasoline is expensive. The planes also have a strong safety record, a draw for flight students and parents footing the bill for a pilot’s license.

“The typical flight school has 30-year-old planes,” Walton said. “Our airplanes are new.”

Fancy planes and beautiful skies aside, Walton said Summit was named one of the top five flight schools because his students.

“What’s exciting about the award is you have to be nominated by students,” Walton said. “Then they grade you on 47 elements.”

Summit scored high in a few key categories including education quality and community involvement. In education quality, the passion from instructors like the Fenn brothers is exactly what the AOPA was looking for. The community involvement piece is something Chief Flight Instructor Janine Nunes is passionate about.

“We’re always willing to show people around out here,” she said. “Come out and check the place out and find out what we’re about.”

For kids aged 9 to 12, Summit hosts a summer day camp. At camp, students learn about the four forces of flight. They also learn how to read a map and GPS. Once they do, kids get to go up in a plane and look for certain coordinates that may lead to a spectacular view of the “M” or a farmer’s field with a special design cut into it.

Teens can participate in a longer aviation camp and put flight time that counts toward a pilot’s license.

Nunes said she loves getting people of all ages into a plane.

“If you’ve ever thought or wondered what it’s like to fly a plane, come cross it off your bucket list,” she said. “It’s a totally different experience than your day job.”

Walton says learning to fly gives pilots a new lease on life.

“It’s an opportunity to learn a skill that’s very rewarding. It opens up the world,” he said. “You become part of a community, the aviation community.”

Administrator's Column

Another great success! Congratulations to the Butte host committee in its efforts to ensure a successful 29th annual Montana aviation conference. Chaired by Bert Mooney Airport Director Paddy Shea, he was assisted by Pam Butler, Dennis DeVivo, Jean DeVivo, Rick Griffith, Bob Green, Pat Green, Kendra Horn and Lisle Wood. The coordination, planning and commitment shown by this dedicated group was enjoyed by close to 550 participants that "landed" in Butte February 28 – March 2, 2013. A full schedule of business meetings, entertaining and educational sessions, IA renewal, teacher educator workshop, static display, exhibit hall bustling with energy as vendors displayed the latest in aviation goods and services, keynote speakers, social functions plus lots of time spent catching up with old friends and meeting new friends took place! Congratulations to the many scholarship recipients and thanks to Alex Koch and Jeff McBirnie for joining us in Helena. Well done Wokal Field in Glasgow for being named 2013 Airport of the Year. Thanks for your many years of service to the 2013 Wright Brothers Master Pilot recipients: Mauri Morin, Ronan; Glen Timm, Polson; Bob Colby, Bigfork; Richard Shause, Kalispell and the 2013 Charles Taylor Master Mechanic recipient, Frank Felke, Laurel. Congratulations to Mike Strand for receiving the Lifetime Achievement Award, very well deserved. And many thanks to Patty Kautz and the entire Aeronautics Division staff, this conference wouldn't be possible without their support and hard work throughout the year. See you next year in Billings.

Sequestration chaos: Lots of information has been floating around since March 1 but little is able to be confirmed as FAA scrambles to comply with sequestration. FAA Administrator Michael Huerta sent furlough notices to the majority of its 47,000 employees to adjust its operating budget following sequestration. Most workers will take as many as 11 unpaid days beginning April 7 through Sept. 30. Huerta has said the furloughs were unavoidable due to provisions that do not allow flexibility for the budget reductions. FAA's budget must be reduced by more than \$620 million through Sept. 30. The FAA has also notified 173 contract towers that the agency intends to close these towers on April 7, (including Glacier Park International) unless they can convince

the government that the action will harm the national interest and another 16 or so towers are slated to close September 30. There are also a number of FAA operated control towers that are planned to be closed over the next several months – Helena is on that list. As most of the FAA budget gets a 3% reduction, it appears contract towers are receiving a 75% hit as the FAA is cutting 189 of the 251 contract towers. Confusing? You bet, stay tuned as we try to decipher the commotion.....AND, less than a few days after the sequester order was signed, attention has turned to the next funding battle – finishing the fiscal year 2013 appropriations process before the existing continuing resolution expires on March 27.

Bozeman celebrates its 15-millionth customer: On March 6, Bozeman Yellowstone International Airport welcomed its 15-millionth customer to fly in or out of the airport over the past 65 years. The milestone was highlighted by the arrival of a Minneapolis resident who was greeted and presented with a gift basket. The passenger, his wife and three children came to Montana for a skiing vacation. Airlines service began in 1947 with less than 500 passengers handled that year. In 2012, Bozeman handled over 867,000 passengers on over 13,000 arriving or departing flights.

Delta seasonal service: Delta Air Lines will begin offering seasonal nonstop flights from Missoula International Airport to Atlanta, this June. The Saturday-only service will run from June 22 through Aug. 31. Flights will arrive in Missoula at 1:03 p.m. and depart at 1:45 p.m. Missoula International Airport is realizing record-breaking ridership – in January, the airport broke the previous ridership record for the month with 38,502 passengers. With the addition of Atlanta, nonstop flights are offered from Missoula to Chicago, Portland, San Francisco (all seasonal) and year-round to Denver, Las Vegas, Los Angeles, Minneapolis, Oakland, Phoenix-Mesa, Salt Lake City and Seattle.



Montana and the Sky

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Calendar of Events

April 18 – Stanford Airport Biggerstaff Field Airport Dedication, 10:00 a.m. weather permitting. For further information contact John Semple at (406) 443-7487.

May 6-9 – Laurel Aviation & Technology Week. For further information contact Zada Stamper at (406) 628-3343 or zada_stamper@laurel.k12.mt.us.

May 7-8 – Aviation Career Exploration (ACE) Program held in conjunction with Laurel Aviation & Technology Week. For Montana students grades 9-12 (ages 14-18). A registration form is available on our website <http://www.mdt.mt.gov/aviation/>. For further information contact Dave Hoerner at dhoerner@mt.gov or (406) 444-9568 or Cindy Roscoe at croscoe@mt.gov or (406) 444-9566.

May 25 – Air Fair 2013 – Wokal Field, Glasgow. This will be a fun, family friendly event filled with static aircraft, cars, and inflatables for the kids. There will also be some aircraft/helicopter contests for those who are looking for a challenge or little bit of competition. A free lunch will be provided by Choice Aviation. Glide, Fly, or Drive we would love to see you at Air Fair 2013! For further information on the Glasgow event contact Steve Stanley at (406) 228-5023 or ggw@choiceavation.com.

June 8 – 9th 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 (406) 350-3264.

June 8 - Havre Airport Fly In Breakfast beginning at 7:00 a.m. For further information contact Darren Huestis (406) 945-1861 or darren.huestis@nuwaveservices.com.

July 6 - Air Fair 2013 – Ravalli County Airport, Hamilton. This will be a fun, family friendly event filled with static aircraft, cars, and inflatables for the kids. There will also be some aircraft/helicopter contests for those who are looking for a challenge or little bit of competition. A free lunch will be provided by Choice Aviation. Glide, Fly, or Drive we would love to see you at Air Fair 2013! For further information on the Hamilton event contact Leland Blatter (406) 363-6741 or 6s5@choiceavation.com.

July 13 – Del Bonita Work Session. For further information phone (406) 444-2506.

July 20 - Air Fair 2013 – Ennis Big Sky Airport, Ennis. This will be a fun, family friendly event filled with static aircraft, cars, and inflatables for the kids. There will also be some aircraft/helicopter contests for those who are looking for a challenge or little bit of competition. A free lunch will be provided by Choice Aviation. Glide, Fly, or Drive we would love to see you at Air Fair 2013! For further information on the Ennis event contact Troy Hunter at (406) 682-7502 or eks@choiceaviation.com.

August 3 - Air Fair 2013 – Yellowstone Regional Airport, Cody, WY. This will be a fun, family friendly event filled with static aircraft, cars, and inflatables for the kids. There will also be some aircraft/helicopter contests for those who are looking for a challenge or little bit of competition. A free lunch will be provided by Choice Aviation. Glide, Fly, or Drive we would love to see you at Air Fair 2013! For further information on the Cody, WY event contact Joel Simmons at (307) 587-9262 or cod@choiceaviation.com

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.



Cebulski Named Pilot of the Year!



Wade Cebulski, Aviation Support Officer at MDT Aeronautics, was awarded the Montana Pilots Association's (MPA) Pilot of the Year award at this year's Aviation Conference in Butte. The MPA is a non-profit organization founded in 1939 to serve the interests and needs of general aviation in Montana. With approximately 700 members, it's the largest aviation organization in Montana. The Pilot of the Year is awarded to someone who, through many years of dedication, has made significant contributions to aviation in Montana and perhaps in other areas. Wade has been a member of MPA for 13 years and served as president of the organization in 2009 and 2010. Wade's enthusiasm and genuine interest in aviation makes him a perfect choice for this year's Pilot of the Year award. Congratulations Wade!

"You got to be careful if you don't know where you're going, because you might not get there."

-Yogi Berra



Beware of Birds in Flight

By David J. Hoerner

I had just spent three hours counting thousands of birds with Dan Casey, a Montana State Wildlife Biologist. As we neared town we noticed a large flock of trumpeter swans flying in a V formation not too far away. The sight of the giant white birds was mesmerizing so we turned and slowly joined in beside the last bird in the formation.

We closed the distance to twenty feet. Then I notice the lead bird looking our way and squawking at us. "The leader doesn't think much of us being here," I said to Dan. "I'll keep a close eye on him."

But I couldn't resist getting closer. I moved in until my right wing was only a few feet from the last bird. Evidently I was too close. The lead bird made a steep left bank and headed straight for the airplane. I turned slightly left to get away from the attack, but it didn't help. The big swan, which now looked like a Japanese Zero, was on a mission directed at us. As he gained ground, I turned sharper left and we rolled into a steeper bank.

For a second I lost sight of the big white menace, thinking he'd missed us. But out of nowhere he filled the windscreen. I pushed over harder and applied full left aileron. The last second maneuver messed up his aim, but put use in a wing over rotating attitude. He missed the windscreen by a couple of feet and sailed through between the strut and the bottom of the wing. I think I saw the menace in his eyes as he went by.

I fought the controls for a few seconds and as we went back to wings level I looked at Dan and said, "that will be the last bird I'll ever get close to while flying."

Little did I know that in the future, while flying with Dan on a Bald Eagle Flight, I would hit a bird that would blast out the front wind screen!

Surviving

By: David J. Hoerner, Safety & Education

Aviation in the United States is a major form of travel. With the many airplanes and pilots out there, aircraft accidents happen almost daily. Most pilots have known a pilot or friends that have had an emergency landing in an aircraft. But to put flying into perspective, we must remember that we only hear of things gone bad.

There are thousands of successful flights that go unmentioned. The remembrance of smooth air and beautiful mountain scenes are preserved in the mind's eye of the pilots and passengers that were privilege to be in the right place at the right time.

The percentage of aircraft accidents compared to successful flights is down in the single digits. Most pilots will spend a lifetime of flying without a hint of a problem. This is a good testimonial to manufacturers quality control and dedication to making a superior product and to a pilot's training and the quality of instruction.

After a lifetime of flying in both helicopters and airplanes, I have been close to many aircraft accidents including a few emergencies of my own. Over the years I've scrutinized accidents to learn what went wrong and in the hopes that my findings could help prevent same situation or I could pass what I learned to other students or pilots. During my research I discovered a few requirements or flying abilities that pilots must keep honed to a fine edge.

Being able to land a broken airplane at a chosen location at minimum controllable airspeed or making an autorotation in a helicopter to an exact spot with close to zero forward speed is a must.

Touch down zone is another variable. Being able to pick the best spot has to become second nature.

If the only choice is an emergency landing into a mountain lake; make your touch down close to shoreline. You're not flying a boat, it will sink in seconds. If on impact you accidentally hit your head, chances are you're probably going down with the ship. So choose wisely if you're going into the water. Remember that surviving a water landing doesn't necessarily mean you have made it. You next have to swim out of the water and survive the elements.

How about an emergency landing onto a road? A good rule of thumb is that if the road is paved and has painted strips down the middle, you could land on the road. But stay over the centerline as the trees go by the wingtips and look for road traffic, power lines and signs.

Gravel roads are completely different. Unless it is out in open country; it probably is too close to obstacles like trees and signs to attempt.

What if you're flying over mountainous terrain with nothing below but trees? If procedures are done correctly, survival is possible. But going into the top of old growth trees will likely produce a poor outcome.

Pilots need to practice looking for new growth trees. Lodge pole pine grows as thick as dog's hair after a fire in the western half of the state. This would be the best bet if the trees were your only choice.

Select a spot to land, stay close using flaps, judge you're let down into the top of the trees and have the airspeed at

minimum controllable at touch down. One word of advice, don't get slow and fall in short with a stall. Use the bottom of the wings, fuselage and the gear to take the impact and disperse the energy.

What if your chosen emergency LZ wasn't long enough to get stopped? You still have to make your touchdown on your chosen spot. Hopefully you can stay on the wheels and bleed speed off before impact into the trees or flopping over on your back.

Surviving a crash or flop at any speed below fifty knots is survivable, especially if you choose the crash site.

Another deciding factor on the outcome of an emergency landing is failure of the pilot to commit early. Commit while you still have options. That doesn't mean you still can't try to figure out the problem.

Committing means you are preparing for and have a say in where you're going to attempt an emergency landing. Pilots and passengers chances of surviving climbs drastically if the pilot has control of the emergency.

Committing also means you have come to terms and admit to yourself you're going to make an emergency landing with possible injuries. If you panic the chance of survival plummets. Don't let the adrenalin take command and fly the airplane out of control to the crash site.

Flying high also give a pilot more time to find a suitable emergency landing location and possibly get the aircrafts engine restarted. But don't get distracted and forget to commit to the emergency and fulfill your goal, surviving.

Good seat belts, especially over the shoulders type hold pilots and passengers against the seats. Make sure your belt is in new condition. Old belts are prone to failure.

Getting trapped in a burning fuselage is possible. The fuselage will bend so remember to open the doors before touch down.

Your survival gear in the baggage compartment does no good if you can't retrieve it; wear a vest with PLB, Spot Tracker, Spider Tracks, handheld radio and emergency medical survival gear. Chances are you will only get out of the aircraft with what you're wearing.

Make efforts to plan to be rescued. Turn on your Spot Tracker, Personal Emergency Beacon or the airplanes Emergency Locator Beacon at the first sign of trouble. Don't wait until you're on the ground. You might not have the ability after impact.

Filing a detailed flight plan is mandatory, this gives MDT Aeronautics and volunteer search pilots a location to search for you and your passengers.

Investing In Our Students and More

MDT Aeronautics Safety and Education Bureau is responsible for promoting Safety and Education. On the safety side, search and rescue is one of these responsibilities that call for a pro-active approach with clinics such as the Mountain Search Pilot Clinic and the Winter Survival Clinic.

In the past these clinics have been held in Helena and Kalispell. New this year and for the first time the Mountain Search Pilot Clinic will be moved to Columbus. For future search needs we feel that this clinic should move around the state to give all our volunteer pilots a chance to participate.

We are still looking for a location for the winter survival clinic. If anyone has suggestions on a good location for this event please call Dave Hoerner (406) 444-9568.

On the education side we sponsor programs that reach out to school aged students who have an interest in aviation. In the spring each year an Aviation Art Contest is held. School aged students can send in painting or drawings of anything relating to aviation. The deadline for this year's contest is April 26, 2013.

First place prizes in each category win: A round trip flight from the winner's hometown to Helena for the winner and his/her Parents (legal guardians); a tour of the Montana Capitol Building and lunch in Helena; a trophy and certificate of achievement presented by an MDT representative; their winning artwork framed and matted. Second and third place prizes in each category receive a trophy and Certificate of Achievement. A flyer for the art contest can be found at <http://www.mdt.mt.gov/aviation/>.

Also in the spring we offer an Aviation Career Education Camp (ACE). The registration fee to attend this year's camp is \$130. This camp is geared to students in grades 9-12 that are interested in aviation. Last year's program explored aviation with a field trip to the Aviation Museum, Neptune Aviation, the Forest Service Smoke Jumper Base and a field trip to Malmstrom AFB. Each student also received an individual Airplane Flight.

This year the camp will be held in Laurel and Billings on May 7-8 in conjunction with Laurel Aviation & Technology Week. Participating ACE students will be matched with aviation students from the Laurel High School and participate in talks being presented by professional aviators. A static airplane display at the Laurel Airport will also be attended.

A tour of the Billings Tower and Rocky Mountain College along with airplane flights will be the high-light of the second day. The Montana Pilots Association and Montana Chamber of Commerce will sponsor four students for the 2013 ACE Camp. The winners will be selected from the essays that participants write to get accepted into the program.

By promoting these two programs we feel it is important that students are aware that there are many career opportunities in the field of aviation and aerospace. Spread the word that these programs are available or if you know a student that is interested, you could personally or as a group sponsor a student.

Now is the time for students to get registered and write their essay on why they want to attend the program. A registration form can be found on our website <http://www.mdt.mt.gov/aviation/>.

For further information on any of these programs please contact David Hoerner at (406) 444-9568, email: dhoerner@mt.gov or Cindy Roscoe (406) 444-9566, email: croscoe@mt.gov.



Amendment to law protects Arkansas private airstrip owners

The 89th General Assembly of Arkansas passed House Bill 1020 on February 7, essentially protecting private airstrip owners throughout Arkansas from litigation from non-commercial aviation activity on their land. The bill added "aviation" to the other recreational activities listed in the state's existing Recreational Use Statute. The bill was sponsored by Rep. Joe Jett (D) of Clay County and included 17 cosponsors. HB1020 passed both state houses with overwhelming support for what many of the Legislators called a "common sense statute." Arkansas Governor Mike Beebe signed the bill on Monday, February 11.

Spearheading the bill through the process were Yasmina Platt of the Aircraft Owners and Pilots Association (AOPA) and David Myrick, Arkansas Liaison for the non-profit Recreational Aviation Foundation (RAF), headquartered in Bozeman, MT.

Actual text of the amendment reads, "to extend the limitation of liability for permitting the recreational use of land to a landowner who permits the free use of the landowner's property for flying and landing aircraft."

Myrick said, "this amendment will encourage the 200 owners of Arkansas' private airstrips to more readily allow aviation activity on their airstrips, encouraging more people to enjoy all the recreational and tourism activities that Arkansas has to offer."

With the passage of this bill, Arkansas joins 16 other states that have added aviation to their laws covering liability for certain recreational use.

John McKenna, president of the RAF added, "we're pleased with the success of this amendment. It protects landowners and preserves low-impact access by air – ideally near camping and scenic and recreational destinations."

For more information on Recreational Use Statutes in your state contact the Recreational Aviation Foundation www.theraf.org or AOPA www.aopa.org.

General Aviation Plane 2012 Shipments Up Slightly

The General Aviation Manufacturers Association says shipments of general aviation airplanes last year were up slightly at the same time billings decreased a bit.

The trade group reported Tuesday that 2,133 airplanes were delivered in 2012 for an increase of just point-6 percent.

At the same time, airplane billings declined slightly last year to \$18.9 billion. That compares to billings of \$19 billion in 2011.

Deliveries of turboprop airplanes were up by more than 10 percent last year. That helped to offset fewer deliveries of piston planes and business jets.

GAMA's chairman, Brad Mottier, says in a news release that general aviation is poised for a resurgence in the next few years as new technologies enter the market.



Nationwide Search on for High School Students to Build a Plane

In a collaborative effort to promote Science, Technology, Engineering and Mathematics (STEM) education and stimulate student interaction in aviation and manufacturing, Build A Plane and the General Aviation Manufacturers Association (GAMA) have launched a nationwide STEM educational competition.

The winners of this competition, eight children total, will receive free trips to the Glasair Aviation facilities in Arlington, Wash., to build two Glasair Sportsman aircraft.

Participating in Glasair's "Two Weeks to Taxi" program, students will build the two Sportsman aircraft starting June 17. GAMA member companies, along with Glasair Aviation, are donating technical expertise, workspace, aircraft equipment, and supplies to the competition. The completed aircraft will be professionally test flown with the goal of flying the aircraft to and displaying it at this year's AirVenture 2013 in Oshkosh, Wisconsin.

"GAMA and Build A Plane's design and build competition targets our future aerospace workforce with the goal of engaging and educating young people through innovative STEM outreach efforts," said Pete Bunce, president and CEO of GAMA. "This competition will give students the opportunity to explore general aviation and all that it has to offer. It will encompass our industry's need to grow engineers, maintenance professionals, as well as pilots. As our world faces some very serious economic challenges, we need to expose young people to the exciting and rewarding careers that await them in the aerospace industry and ensure they have the tools they need to succeed."

Schools interested in this challenge will be issued complimentary "Fly To Learn" software that provides tools for teachers to guide students through the process of building an aircraft on a computer. Each high school will select one design that will compete in a virtual fly-off which will score aerodynamic and performance parameters.

"This is such an amazing competition because it engages high school students aeronautically, in a way that is unparalleled. These are real airplanes the kids will be building," BuildAPlane's Lyn Freeman points out, "and you can imagine how exciting it will be when the kids get to participate in an educational competition like this and in the end, see their work actually fly!"

Judges for the competition will be engineers from GAMA member companies. The top two schools will each be allowed to send four students plus their teacher and a chaperone to Glasair at no charge. Each team will receive round trip airfare, transfers, hotel, all meals and field trips to visit the nearby Boeing Aircraft factory and Museum of Flight.

The Glasair Sportsman 2 + 2 is a metal and composite aircraft that seats four adults. Sold as a kit, the aircraft can, with factory assistance, be assembled and taxied in only two weeks. They are usually flown by the end of the third week.

"The sense of accomplishment a builder gets after two weeks is phenomenal," said Nigel Mott, president of Glasair. "Over 160 Sportsman have already flown and we expect that the eight high school students selected to build two more will develop a sense of achievement that will enhance their entire lives."

High schools who wish to enter the competition should call Katrina Bradshaw at 804-843-3321, immediately as space in the competition is limited.



March IA Renewals Will Require Documentation of Activity

Aviation mechanics with inspection authorization (IA) must renew their certificates by March 31, and AOPA is reminding members who must renew that under a new FAA policy certificate holders must show that they have been “actively engaged” in the work.

The FAA published a notice of policy on Aug. 4, 2011, to clarify what qualifies as “actively engaged” concerning IA recertification eligibility.

During the comment period on the policy revision, the agency adopted many of AOPA’s recommendations for identifying the types of activity that could be used to document compliance with the requirement, which took effect starting with 2013 renewals.

In essence, any IA renewal applicant must be engaged in, and document, some form of maintenance activity, supervision, or teaching. “IAs who only take a renewal course will probably not be deemed actively engaged by the FAA,” said David Oord, AOPA manager of regulatory affairs.

In 2011 AOPA welcomed the FAA’s decision to broaden the revised policy to include those IAs who perform specialized or occasional maintenance inspections.

Inspection authorizations are issued for two years, expiring on March 31 of odd-numbered years, making March 31, 2013, the next expiration date. It has come to AOPA’s attention that some IAs may be unfamiliar with the new requirement to remain “actively engaged” and document their activity, Oord said.

