



## *Jessica Cox Featured Speaker at Conference*



*Jessica Cox*

Motivational speaker Jessica Cox has been scheduled to speak at the 2012 Aviation Conference banquet on March 3 in Bozeman.

Born without arms, Jessica Cox could have lived down to the low expectations that ushered her into this world. In spite of them all, she learned to swim, drive a car, fly an airplane, earn two black belts in tae kwon-do, graduate from college, surf, scuba dive, and live independently using her feet in ways others who take their hands for granted can only imagine. She holds the title of the first person without arms to get a black belt in the American Tae Kwon-Do Association and the Guinness World Record for the first pilot to fly with her feet. Yet, her greatest triumph in life stands far above any physical feat. It is her unrepentant regard for herself a whole person, her high degree of self-acceptance that gives her the freedom and power to insist that society accept her, too, just as she is.

An exciting spouse/guest tour is in the works for the afternoon of March 2. First attendees will tour the Museum of the Rockies. The Museum of the Rockies (MOR) is a world-class museum located in the heart of the Rocky Mountains in Bozeman. Known for its vast collection of dinosaur fossils, the Museum houses some of the most famous dinosaur specimens in the world including Tyrannosaurus Rex and Triceratops.

MOR features permanent exhibits on dinosaurs, regional and American Indian history, as well as changing exhibits that focus on "bringing the world to Bozeman." A planetarium features shows of the night sky, and a living history farm on the Museum grounds is home to magnificent Heirloom Gardens.

Participants will then visit the Planet Bronze Art Gallery owned by artist Dennis Harrington. The gallery features beautiful western and contemporary art of more than 20 Montana artists and the bronze sculptures created by Dennis Harrington. Dennis is the creator of the "Guardian Spirit" monument, which is the grizzly bear bronze sculpture at Bozeman's Gallatin Field Airport.

The conference will be held at two hotels this year so rooms have been blocked at both locations which are within walking distance of each other.

Rooms have been blocked at the Best Western GranTree Inn at a conference rate of **\$92 plus tax**. Please phone (406) 587-5261 or (800) 624-5865; reference **Montana Aviation Conference** when making reservations.

Rooms have also been blocked at the Holiday Inn. Rate - **\$92 plus tax**. Please phone (406) 587-4561 and reference **Montana Aviation Conference** when making reservations you may also book your room on-line at [www.hibozeman.com](http://www.hibozeman.com) on-line booking code **MAC**.

Reserve your room today; reservations must be made prior to **February 14, 2012** in order to guarantee the group discount.

A tentative agenda can be found on our website at [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/) along with a registration form for the conference. Pre-registration will be open until February 24, 2012. After that date fees will increase and participants will need to register on site. A registration form is also included on page 5 of this month's newsletter.

For further information contact Patty Kautz (406) 444-9580 or email [pkautz@mt.gov](mailto:pkautz@mt.gov). We look forward to seeing you in Bozeman!

# Administrator's Column

**Merry Christmas and Happy New Year!** As we prepare to celebrate, I wish you peace and blessings during this holiday season. I would also like to take this opportunity to thank everyone on staff and in the industry for your continued support and for your efforts to make Montana airports and aviators safe. Many of you have spent countless hours of volunteer work to help make our programs successful and I am grateful. Have a successful, healthy and safe 2012.

**Approps bill passed:** Congress passed an appropriations bill that includes 2012 funding for AIP and FAA. This action is only the appropriations piece not to be confused with the authorization piece that is still at stalemate. Funding levels of interest in the bill include: \$3.5 billion for AIP; \$143 billion for EAS; \$15 million for the Airport Cooperative Research Program and \$6 million for the Small Community Air Service Development Program. The bill also extends the current Continuing Resolution until December 16. Senator Rockefeller, Chairman of the Commerce, Science and Transportation Committee recently stated the Senate is willing to do what is has to, but on the other side of the building there is no movement and no give. In the meantime, Rep. John Mica, Chairman of the House Transportation & Infrastructure Committee, said that the House and Senate will find a way to compromise on the AIP/FAA Reauthorization bill before the end of the year. The three key issues known to be problematic remain a labor provision that would make it harder for Delta Air Line employees to join a union, a number of new slots at DCA for west coast flights and the desire of House Republicans to eliminate Essential Air Service funding. Chairman Mica has still not officially appointed any House Members to a Senate/House Conference Committee on reauthorization.

**FAA to charge for aeronautical charts:** A recent announcement that the Federal Aviation Administration (FAA) will soon charge users to download aeronautical charts has been met with strong opposition from the aviation community. FAA states the change is necessary to preserve the safety and integrity of vital aeronautical information. Effective April 5, 2012, the FAA's Aeronautical Navigation Products (AeroNav) will require you to have a contract with the agency before downloading charts. You will still be able to view AeroNav products for free on the FAA web site, but downloads will need to be done through AeroNav or a digital distributor who will be required to have an agreement. It is not known yet how this change will affect providers of free online sectional charts. An industry meeting will be held with the agency on December 13 to review contract terms and hear comments. It is hoped that an acceptable agreement can be reached.

**TSA Looks to Recognize Military:** Military troops traveling on official orders may soon be able to quickly pass through long lines at airport security checkpoints. The Risk-Based Security Screening for Members of the Armed Forces Act, currently being considered by Congress would allow service members traveling in uniform and with military identification to not remove their boots while passing through screening and for them to be accompanied to the gate by family members. TSA has also been testing a frequent-traveler program at select airports. This permits passengers who are members of certain airline frequent-flier clubs to quickly pass through checkpoints if they provide certain personal information in advance. A similar program for airline pilots and crew has also signed up more than 59,000 participants, according to TSA. After widespread criticism, the agency is also permitting young children to wear their shoes while passing through metal detectors or body-imaging machines.



**Montana and the Sky**  
Department of Transportation

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Tim Reardon, Director

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# Which One Do You Have?

By David J Hoerner, Safety & Education

Do you own an airplane? If so, do you have a 121.5 emergency locator transmitter installed? If the answer is yes, **your ELT will not alert Search and Rescue in the case of an accident.**

If your ELT transmitter survives an off airport landing, its chirping will go unheard by almost everyone. The only chance of being heard is an airplane or airliner flying overhead with its radio tuned to 121.5. Basically if anyone hears your activated ELT, it will be luck.

On February 1, 2009 Cospas-Sarsat, the multi-national entity charged with monitoring ELT transmissions, stopped listening to 121.5 megahertz ELTs. The FAA had hoped pilots would swap their 121.5 units for the upgraded more reliable 406 design emergency beacons. To this date, only about 25,000 general aviation aircraft have upgraded to the 406. This means approximately 90% of general aviation aircraft in the United States operate with an emergency beacon that transmit its distress signal over a frequency that is not listened to.

The old 121.5 megahertz receiver is unreliable and only activates in a small percentage of accidents. In a five year study there were 3270 accidents involving 121.5 emergency locator transmitters. In 75% of these accidents, the beacons were disabled on impact or destroyed in a fire.

A few reasons why the 121.5 ELT doesn't function properly during an emergency landing, is the antennae's snapped off, or the impact is so hard that the receiver becomes destroyed. In some cases the aircraft impact is too soft, in which case the switch does not activate.

When activated ELT signals are received from satellites, this information is sent to the Air Force Rescue Coordination Center (AFRCC). The AFRCC is the government agency responsible for gathering information for SAR in the United States. AFRCC passes this information and the approximate location of the signal to the agency responsible for search and rescue in that particular location.

These agencies react to the possible emergencies by activating search and rescue teams using helicopters, airplanes, law enforcement and ground personnel. Hundreds of hours and thousands of dollars are spent getting the search started. There is also an added degree of danger to the rescue teams.

In the majority of incidences the 121.5 ELT malfunctioned or maintenance personnel had accidentally bumped the transmitter. In some cases the owner had activated the transmitter without realizing what they had done. This creates false alarms that in turn cost a lot of money as well as putting the lives of the rescue teams at risk. The 406 emergency transmitter beacon seems to resolve the issues created by the 121.5 ELT.

The 406 signal is broadcast digitally and the signal can carry GPS coordinates. This signal with GPS will put searches within a few yards of the downed aircraft. The information received also shows the registered owners aircraft type, name and contact information. This information give rescue teams an immediate place to search and phone numbers to call.

The economy is poor and times are tough, but it's hard to put a price on being found. If the situation would arise, money wouldn't be an issue to being rescued quickly. It would be a wise decision to have a 406 emergency beacon installed in your aircraft. The price is slowly coming down. Budget for a new 406 ELT on your next annual inspection, it could save your life.

## Calendar of Events

**January 13 – 15, 2012** – Surratt Memorial Winter Survival Clinic, Marion. A big fear of all pilots is spending a wet, cold night out in the woods after surviving an emergency landing. Winter survival techniques will be taught, which include winter shelters, emergency medical and fire starting techniques. The program will give applicants the option of building and spending the night in a survival hut or staying in a warm bunk house at the program site. Being prepared is the key to survival. For more information contact David Hoerner at (406) 444-9568 or [dhoerner@mt.gov](mailto:dhoerner@mt.gov) or Kelly Dimick (406) 444-2506 or [kdimick@mt.gov](mailto:kdimick@mt.gov).

**January 25 & 26, 2012** – Aeronautics Board Meeting Loan & Grant Allocations, Helena. For further information contact Patty Kautz [pkautz@mt.gov](mailto:pkautz@mt.gov) or (406) 444-9580.

**February 10 & 11, 2012**- Flight Instructor Refresher Clinic, Helena. Instructors are the heart and soul of aviation; pilots wouldn't exist without an Instructor to teach them what they know. For more information contact David Hoerner at (406) 9568 or email [dhoerner@mt.gov](mailto:dhoerner@mt.gov) or Kelly Dimick at (406) 444-2506 or [kdimick@mt.gov](mailto:kdimick@mt.gov).

**March 1-3, 2012** – Montana Aviation Conference. Gran Tree and Holiday Inn, Bozeman. For further information contact Patty Kautz [pkautz@mt.gov](mailto:pkautz@mt.gov) or (406) 444-9580.

# Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to Montanans to help defray costs of education (i.e., flight instruction, A&P, etc.) and will be presented during the 2012 Montana Aviation Conference in Bozeman. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. **The same letter can be submitted but applicant must submit one copy addressed to each individual scholarship they are applying for.** Letters of application **must** include a **mailing address and daytime phone number.** If you are selected to receive one of the scholarships your photo will appear in the 2012 Montana Aviation Conference Program, **please include a photo with your applications for this purpose (only one photo necessary).** Letters should be mailed to: Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 9, 2012.**

**A Love of Aviation (ALOA) Scholarship** – An anonymous donor established this scholarship of \$250 in 1997 in 2010 two more anonymous donors contributed an additional \$250 each creating a \$750 scholarship. This year another anonymous donor has contributed an additional \$250 in memory of Mike Biggerstaff, who died in May from injuries sustained in an airplane crash, creating a \$1,000 scholarship.

**AOM Flight Training Scholarship** – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

**Blue Goose First Generation Flight Scholarship** – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

**EAA Helena Chapter 344 Scholarship** – The EAA Helena chapter is offering a \$500 scholarship to help defray the cost of school for a 2<sup>nd</sup> year A&P student.

**Harold Hamm Scholarship** – Harold and Zola Hamm were the anonymous donors that established the first \$250 A Love of Aviation (ALOA) Scholarship in 1993. With the passing of Harold on September 1, 2006, Zola decided to rename the scholarship the “Harold Hamm Scholarship” in honor of her husband of 19 years. In 2008 Zola graciously increased the amount of the Harold Hamm Scholarship to \$500.

**Montana Antique Aircraft Association (MAAA) Scholarship** – MAAA is offering two \$1,000 scholarships to help defray the costs of flight instruction.

**Montana Pilots Association Air Safety & Education Foundation Flight Training Award** - This scholarship is open to a person who has a considerable interest in aviation. The \$750 scholarship is to be used for flight training.

**Montana Pilots Association Junior Pilot Award** – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$750 scholarship.

**Morrison Aviation Appreciation Scholarship** – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$500 scholarship as a token of appreciation to the aviation community.

**Mountain AirDance Flight Training Scholarship:** Jeanne MacPherson and Bill Gallea offer this \$750 scholarship to an active pilot who desires to pursue advanced training, such as tailwheel endorsement, mountain flying, aerobatics, or a higher rating.

**NW Montana Youth Aviation Scholarship:** The Flathead Hangar is offering two \$1,000 scholarships to financially assist student pilots with the cost of flight instruction. Student pilots 16 to 21 years of age from NW Montana\* are eligible to apply.

\* includes Flathead, Sanders, Lake, Lincoln, Mineral, and Missoula counties.

**Parrott Family Scholarship** – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

**28<sup>th</sup> Annual Montana Aviation Conference**  
**March 1-3, 2012 – Best Western Grantree & Holiday Inn Hotels, Bozeman**

**Mail Registration Form & Payment to: MDT Aeronautics Division - Attn: Patty Kautz, PO Box 200507 - Helena, MT 59620-0507**  
**Phone (406) 444-9580 – Fax (406) 444-2519 - Email: pkautz@mt.gov**

Names of Participant(s) (for badges): \_\_\_\_\_

Aviation Organization Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail address \_\_\_\_\_

**Register Early and SAVE! Pre-registration will be open until February 24, 2012.**  
**After that date conference fees increase and participants must register at the conference site.**

**PRE-REGISTRATION: BY FEBRUARY 24, 2012**

Takeoff to Landing Package (includes registration & <u>all meals</u> )	___ @ \$140/PERSON ___ @ \$270/PERSON/SPOUSE	\$ _____ \$ _____
<b>-OR-</b> Registration Fee (includes registration & <u>free meals</u> – see note below)	___ @ \$85/PERSON ___ @ \$160/FAMILY	\$ _____ \$ _____
Thursday Luncheon	___ @ \$15/EACH	\$ _____
Friday Luncheon	___ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	___ @ FREE	\$ _____
**Saturday Luncheon	___ @ FREE	\$ _____
Saturday Banquet	___ @ \$30	\$ _____
<b>-OR-</b> Registration Fee ( <u>No Meals</u> )	___ @ 45/PERSON ___ @ 75/PERSON/SPOUSE	\$ _____ \$ _____

**GENERAL REGISTRATION: AFTER FEBRUARY 24, 2012**

Takeoff to Landing Package (includes registration & <u>all meals</u> )	___ @ \$150/PERSON ___ @ \$290/PERSON/SPOUSE	\$ _____ \$ _____
<b>-OR-</b> Registration Fee (includes registration & <u>free meals</u> – see note below)	___ @ \$95/PERSON ___ @ \$180/FAMILY	\$ _____ \$ _____
Thursday Luncheon	___ @ \$15/EACH	\$ _____
Friday Luncheon	___ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	___ @ FREE	\$ _____
**Saturday Luncheon	___ @ FREE	\$ _____
Saturday Banquet	___ @ \$30	\$ _____
<b>-OR-</b> Registration Fee ( <u>No Meals</u> )	___ @ 55/PERSON ___ @ 95/PERSON/SPOUSE	\$ _____ \$ _____

**\*\*PLEASE INDICATE IF YOU WILL ATTEND THE FREE FRIDAY DINNER AND FREE SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON/SPOUSE AND FAMILY RATE INCLUDES 2 FRIDAY DINNER AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$30.00 FRIDAY DINNER AND \$15.00 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUNT IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.**

**Payment Method:**

Enclosed is my check payable to Montana Aeronautics Division - Total Amount Enclosed \$ \_\_\_\_\_

Upon receipt of this form, please charge my:    American Express    MasterCard    Visa    Discover

Cardholder Name \_\_\_\_\_

Account Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Balance Due \$ \_\_\_\_\_ Signature \_\_\_\_\_

# *Attention: Helicopter Pilots - Never Chase a Grizzly Bear with a Helicopter*

*By David J. Hoerner*

In 1998 I took a job flying a helicopter for a fly fishing lodge in Alaska. Ever since I had flown for a gold mine company in the early 80's, I wanted to go back north. This opportunity came along and I couldn't pass it up.

Mark Miller the owner of the lodge was kind of gruff; he was an old time Alaskan and ran the operation with an iron fist.

The job was to take clients from the Lodge out to the streams and larger creeks to catch fish.

To get the job done, we'd fly as fast as possible to get the clients out fishing. At one point we launched with a Fish and Game Biologist to count King Salmon. The spawned out salmon had turned red in color, making it possible to see them and get a count to set the limits for the next season.

Grizzly Bears lined the banks of the rivers and creeks and seeing them got to be common until a monster bear appeared. The smaller bears then disappeared when the big boys were around.

The owner of the Lodge thought it unnecessary for me to strap on my 454 pistol before each flight. With a condescending attitude he'd said, "What are you going to kill with that, an elephant?" "You're just a Cowboy."

I really could care less what he thought. I just knew if I spent a night out along the river, I'd have my bear spray in lead form with me for bear deterrent.

It's common for locals to catch sockeye salmon for a winters supply. Since the fish were thick in the creeks, we would fly out to a favorite fishing hole and get fish for the owner of the lodge.

With both helicopters we departed the lodge. Mark and the cook were a few miles ahead and went out of sight as he landed on a small gravel bar. I passed overhead to see if I had enough room to land.

Downstream from Mark, out of his sight stood a mother Grizzly and two cubs. She was up on her hind legs peeking through the brush at Mark, then dropped down to all fours and headed upstream. The water splashed out in front of her as she closed the distance.

I half auto rotated and dove for the bear that was only one small bend in the creek from Mark. The bear stopped as I leveled the helicopter just upstream and stood her ground as I hovered closer.

With a popping jaw and an I'll eat you look, she turned and headed down stream and disappeared into the brush.

As I stepped out of the helicopter Mark asked what I was chasing, he hadn't seen the bear.

The cook's line was snagged out in the middle of the creek... I said, "Don't break it off, I'll wade out and release the hook."

As I slid my hand down the line and had just reached the hook, the cook said, "There's a bear." I looked back at her; she was looking over top of me up a steep gravel bank.

The mother bear was not happy. Her head swung side to side and black beady eyes glared. When our eyes met the hair and ears flattened to her head and she lunged down the bank. Gravel slide down the slope in front of her.

I turned and pushed the water with my legs as I fought for dry ground. We were in a dangerous situation that could turn deadly. As if in a dream I heard Mark yell, "Here she comes."

I could hear the bear getting closer and pulled the revolver and cocked the hammer to face the bear. She hesitated briefly at the water's edge, and then lowered her body to build energy for the leap.

The last thing I wanted to do was kill or wound a mother bear, although I might not have had a choice. Without thought I put the sight of the pistol on her nose and lowered it slightly.

The water exploded just in front of her legs, she recoiled in confusion.

We were running out of time. I aimed the pistol right at her chest. If she jumped, she'd be right in the middle of us in seconds.

Mark yelled, "Don't let her come across the water, shoot her."

Even though the 454 is a big caliber pistol it is not made to shoot bears. Time stood still, I waited. If she made any movement in my direction I would give her the last four rounds as fast as I could.

In a flash, she turned and clawed for traction as she moved up the slope. The two small cubs were coming down the slope and they rolled as the mother bears rushed through them. She turned in anger and followed the cubs.

I followed her movement with the pistol and applied just a little pressure on the trigger and waited.

In an instant, she turned and scratched her way back up the slope with the cubs in hot pursuit. Mark said, "Put another one in, put another one in!" I looked at Mark and said, "you want me to shoot her now?" He replied, "Put another bullet in the cylinder, you only have four left."

He was right; I only had four bullets left. The mother grizzly finally topped the bank and disappeared.

The cook looked at Mark and asked, "What would you have done if David didn't have a pistol?" He replied, "I guess I'd thrown her a fish." He still had a fish in his hand and I still had the treble hook in mine.

For the first time in what seemed like eternity, but probably only a few seconds I took a deep breath. We both looked at each other and said almost together, "let's get out of here."

For some reason Mark never called me "Cowboy" again and he and all the fishing guides were wearing a pistol or had a shotgun the next day. I learned a valuable lesson that day, **NEVER CHASE A GRIZZLY BEAR WITH A HELICOPTER!!**

# MT Wing Civil Air Patrol Planning Calendar

<u>DATE</u>	<u>ACTIVITY</u>
December 10	Wreaths-Across-America Ceremonies (several locations)
January 06-07	SAREX Great Falls
January 14-15	Wyoming Wing "Teaching Leaders of Cadets Course" & NCO Academy
February 10-11	SAREX Helena (TTX)
February 24-26	Regional Cadet Leadership School at Ft. Harrison
February 25-26	"Training Leaders of Cadets Course" in Bozeman
March 09-10	SAREX Laurel
April 13-15	SAREX Bozeman (Practice for Guided SARX at Three Forks Airport)
May 07-13	SAREX Bozeman (Guided SARX at Three Forks Airport)
June 08-09	SAREX Lewistown
July 06-07	SAREX Laurel
August 03-04	SAREX Butte
August 10-11	Wing Conference at Ft. Harrison
August 10-19	Joint Summer Encampment at Ft. Harrison
September 07-08	SAREX Kalispell

SAREX = Search and Rescue Exercise

TTX = Table Top Exercise

**For further information contact: Montana Wing Headquarters, PO Box 1887, Great Falls, MT 59403 -  
Phone: 1-877-529-5538 - Teresa Conner [mtwg.wa@gmail.com](mailto:mtwg.wa@gmail.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 1,950 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$760. This includes \$480 for postage.



## *Aircraft Mechanics & IA Refresher Seminar Held in Conjunction with Aviation Conference*

The MDT Aeronautics Division is pleased to announce that the 2012 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation Conference in Bozeman.

The dates for the conference are March 1-3, 2012. The Mechanics Seminar will be held on Friday March 2 from 8:00 a.m. to 5:30 p.m., and continue through Saturday March 3 from 7:00 a.m. to 5:30 p.m. Please plan to be there early to register as an IA if you intend to use the training for next year's renewal.

We will be offering six hours of training on Friday and a full eight hours of training on Saturday. This has worked out well in the past for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal. If you are planning to attend only the 8 hour seminar on Saturday you must be there before 7:00 am to register to get the full 8 hour credit.

Any questions please contact Michael Rogan with the MDT Aeronautics Division at (406) 444-9590 or e-mail at [mrogan@mt.gov](mailto:mrogan@mt.gov).

**TENTATIVE SPEAKERS:** Northwest Propeller – Joe Westby; NTSB – Kristi Dunks; Colorado Classic Aircraft – Carol Leyner; Tempest – Vince Bechtel; Alaskan Bushwheel – Steve Davidson; Precision Airmotive – Allan Jesmer; Textron Lycoming – Shannon Geary; Helena FSDO; FAASTeam; Aerontronics – Steve Vold.

Make plans now to attend, to discuss and learn the latest in aircraft maintenance. A registration form is included on page 5 of the newsletter.

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

December, 2011

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**Merry Christmas and Happy New Year from the  
Montana Aeronautics Division Staff!**

Patty  
Jeff

Wade

Neville  
Tom

Jim

Kelly



David Hoem

Mike?

Ken W.

Don