



## *2012 Conference – Wings From the Past Into the Future*

This year's conference will kick off on Thursday, March 1 with pilot Addison Pemberton who will give an update on his presentation (the restoration of a Boeing 40C) from the last conference in Bozeman 10 years ago!

Addison finished college in 1976 and started work as an engineer in the family flight test, engine test and wind tunnel instrumentation business Scanivalve Corp. He bought Scanivalve from his parents in 1982 with his brother Jim and they still operate the business in Spokane today. Customers include a worldwide list of aircraft engine and airframe manufactures and research facilities.

Addison has accumulated over 11,000 flying hours with over 5,000 behind radial engine antique airplanes. He operates a fleet of 7 aircraft and a restoration facility as a side business at Felts Field in Spokane. These aircraft include a Cessna 185, Super Cub, Waco Cabin biplane, 450 Stearman, Speedmail Stearman and a Boeing 40C.

He will tell the story on the recovery of the Boeing 40C, its restoration and the historic flights. After hearing his father tell stories of Boeing 40's flying overhead every night when he was a boy growing up on an Iowa farm, it became Pemberton's dream to find and fly one. When he went looking for one to restore, an aviation researcher and friend of Pemberton's from England told him there weren't any left. A total of 82 were made – a huge production for the 1920s – but most had been scrapped, 30 had crashed, and 8 had been flown off to uncertain fates in Honduras and New Zealand when they were no longer wanted in the United States.

Pemberton was able to find one that had crashed in Oregon in 1928. It crashed in the fog on a daily mail and passenger run from Medford to Portland. It flew again thanks to his dream and the 61+ volunteers who spent about 18,000 hours meticulously restoring it to life. You won't want to miss out on Pemberton's historic presentation.

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.



*Photo courtesy of Ryan Pemberton*

Rooms are 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 are also blocked at the Holiday Inn at the same conference rate. 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 7 of this 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

**Congratulations Neptune:** In September I wrote about Neptune Aviation's BAe-146 jet air tanker being tested at the Missoula airport. I'm happy to let you know that Neptune is the first company to have a new tanker approved by the U.S. Forest Service since the late 1980s. "The airplane has performed very well - everything we expected to it be and a little better," Neptune president Dan Snyder said. "Neptune plans to replace its fleet of Korean War-era P2V prop planes with the BAe-146 four-engine jet. After years of testing and modifications, the new plane won an interim contract with the U.S. Forest Service to drop retardant on forest fires. That three-month agreement gave Neptune the chance to test its jet under real-world conditions. The aircraft has landed a new one-year contract for operations through Dec. 15, 2012. Neptune's nine P2Vs comprise the largest firefighting fleet in the nation. As the success of the BAe plane and its gravity-fed retardant tank is confirmed, Neptune plans on buying a new fleet of the modern planes. Check out the new red-tailed jet on the front cover of our 2012 Montana Airport Directory. Congratulations and best of luck to Neptune.

**NPRM seeks comments:** The FAA has issued a Notice of Proposed Rulemaking (NPRM) seeking comments on a proposed transition of the U.S. National Airspace System (NAS) navigation infrastructure to enable performance-based navigation (PBN) as part of the Next Generation Air Transportation System (NextGen). The FAA plans to transition from defining airways, routes and procedures using VORs and other legacy NAVAIDs towards a NAS based system Area Navigation (RNAV) and Required Navigation Performance (RNP) where beneficial. The FAA plans to reduce costs by eliminating some FAA-provided VORs. As part of this transition process, the FAA will form a working group to engage aviation industry stakeholders and other members of the public for input. The group will provide a candidate list of VORs slated for discontinuance. NASAO, the state's association is hoping to gain a seat at the "working group" table. Comments are due in March 7 and I hope to obtain a list of those MT VORs that could be affected soon.

**AOPA Regional Rep:** The Aircraft Owners and Pilots Association have created new, full-time regional manager positions in an effort to strengthen relationships with state and local governments. The previous AOPA regional representative program focused on state and local advocacy. Dave Ulane has been selected to serve the Northwest Mountain Region. Dave previously served as assistant aviation director at the Aspen/Pitkin County Airport in Colorado and managed the St. George Municipal Airport in Utah, and Yellowstone Regional Airport in Cody, Wyoming. Former regional rep Mike Ferguson will continue in a new AOPA program, attending aviation events as part of the association's local engagement initiative. I look forward to working with Dave and Mike.

**ACRP Looking for problem statements:** The ACRP, an applied, contract research program that looks to develop near-term solutions to airport operations is accepting research problem statements. A variety of airport-related areas will be considered including operations, design, construction, engineering, legal, maintenance, human resources, administration, policy, planning, environment, safety and security. You name it they'll consider it. Statements are due March 2, 2012. Go to <http://www.trb.org/Main/Blurbs/166425.aspx>.

**Classification study:** NASAO, AOPA and other industry groups are working with the FAA to develop a new classification system for GA airports. The process is looking at replacing the two current classifications—general aviation and reliever—with as many as five that would provide more definition of airport services and activities in the National Plan of Integrated Airport Systems (NPIAS). Airports included in the NPIAS are considered significant to national air transportation and therefore eligible for federal airport improvement grants. A final report, soon to be released, is expected to contain a complete and categorized list of almost 3,000 airports, and detailed descriptions of the new categories. It is hoped that the new classification system will provide a better understanding of general aviation as its worth to the overall transportation system.



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## *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 or visit [http://www.mdt.mt.gov/pubinvolve/aeronautics\\_board/default.shtml](http://www.mdt.mt.gov/pubinvolve/aeronautics_board/default.shtml)

**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 at [pkautz@mt.gov](mailto:pkautz@mt.gov) or (406) 444-9580.

## *Hoerner's Corner*

In this country and especially in Montana we have the freedom to fly when and wherever we want. There are only a few regulations that we must adhere to. You have to have a current medical, unless you have a light sport license; you have to have completed landings to haul passengers and every two years you must have a biennial flight review. Even though you, as a pilot, are current with these regulations there is more to being a safe and competent pilot. Being a certified pilot doesn't reflect your flight proficiency or abilities. Take the time and effort to practice unexpected emergencies.

The aviation community is a small group of people with common interest and needs. The government satellites are not monitoring the emergency frequency (121.5). One small way we can help is by monitoring 121.5 on your second radio. If you hear an activated ELT, call MDT Aeronautics, the Flight Service Station, an active Control Tower or the Sheriff's department with the approximate location. You might be the only chance to help a fellow pilot survive an aircraft accident.

Fly Safe!

**The 2012 Commercial and General Aviation Rates and Charges Surveys are now available on the Montana Aeronautics Website at the following address: <http://www.mdt.mt.gov/aviation/studies-research.shtml>**

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

The MDT Aeronautics Division is pleased to announce 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. - 5:30 p.m., and continue through Saturday March 3 from 7:00 a.m. - 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.

Please contact Michael Rogan with the MDT Aeronautics Division at (406) 444-9590 or [mrogan@mt.gov](mailto:mrogan@mt.gov) for more information.

**TENTATIVE SPEAKERS:** – Joe Westby, Northwest Propeller; Kristi Dunks, NTSB; Carol Leyner, Colorado Classic Aircraft; Vince Bechtel, Tempest; Steve Davidson, Alaskan Bushwheel; Allan Jesmer, Precision Airmotive; Loren Lemen, LY-Con; - Greg Cross, Cross Petroleum; Mark Gaulke, RAPCO; Bryan Hart, KANNAD; Steve Vold, Aerontronics; Helena FSDO; FAASTeam.

Make plans now to attend, discuss, and learn the latest in aircraft maintenance. A registration form is included on page 7 of this newsletter.

# Montana Teachers Selected for NASA's MicroGravity eXperience

Microgravity is a NASA term that describes reduced gravity. The condition of microgravity comes about whenever an object is in free fall. That is, it falls faster and faster, accelerating with exactly the acceleration due to gravity (1g). As soon as you drop something (like an apple) it is in a state of free fall. The same is true if you throw something; it immediately starts falling towards Earth. But how does something fall around Earth? To counter this force the station is propelled forward at a speed of over 17,500 miles per hours. Traveling at that speed in the earth's atmosphere would be unrealistic, but outside the atmosphere, the space crew has no sensation of forward flight. The only way they can visualize the forward motion is by looking out the window at the earth and see the continents move past the window. Astronauts in space live in a microgravity environment or a state of free fall while out of the earth's atmosphere. Although while in orbit, objects or structures such as the space station are pulled toward the earth from the effects of a small degree of gravity that slowly erodes the flight path.

Nine Montana Teachers from Missoula, Cut Bank and Kalispell have been selected to participate in the NASA's MicroGravity eXperience (Micro GX). Kaye Ebel, lead teacher for the Big Sky Density Flyers and Todd Morstein, lead teacher from the Glacier High School Microgravity Team were notified that their students' science experiments were selected to participate in NASA's Micro GX. Teachers on the Density Flyers Team are Jann Clouse, Ebel's teaching partner from Target Range School and three teachers from Cut Bank, Joyce Lewis, Carol Morgan and Sandy Murphy. In addition to Mr. Morstein the Glacier High School team includes, David Hembroff, Todd Robins, Brad Holloway and Tonya York from Manvel High School in Texas.

The MicroGravity eXperience encompasses content training for educators on NASA education resources related to microgravity, a reduced gravity flight, and student activities that are all facilitated by a unique online community. Micro GX began when Kaye Ebel and Todd Morstein received notification from NASA about the selection. Participants will use the online community to attend to requirements, retrieve and relate information, and build relationships with other participants and NASA personnel. They will be trained on the concept of microgravity in order to teach it to others, design a microgravity experiment with their students, fly on a reduced gravity flight to investigate the experiment and report on their microgravity experiment to NASA personnel. Participants will be challenged to correlate NASA content training to their local curriculum standards, complete highlighted NASA lessons with their students and facilitate student analysis of the microgravity experiment. We also expect participants to share their experience through outreach with the education community, influence student perceptions of science, technology, engineering and mathematics (STEM) disciplines and careers based on their MicroGravity eXperience and initiate participation in other NASA opportunities.



*Pictured (l-r): Kaye Ebel, Sandy Murphy, Jann Clouse, Joyce Lewis, Carol Morgan (Big Sky Liquid Layers)*

Both Montana teams will travel to Houston in February, 2012 to fly their experiments on board a specially modified Boeing 727 aircraft. The team will make two flights over the Gulf of Mexico at 30,000 feet. During the flights the Boeing 727 will perform a series of 30 parabolic dives and climbs simulating both microgravity and hyper gravity. Each team will perform their experiments in a NASA "glovebox" – a transparent container roughly the size of a small two-drawer file cabinet. NASA officials will be assisting with recording this experience and will be available to the teachers after the flights.

Ebel's team designed an experiment called Liquid Layers in Microgravity. They are going to use seven different liquids with different viscosities and densities and create a liquid density column. One of these liquids will be honey. The honey will come from one of the student's own honey bees. "We want to know what will happen to the liquids in microgravity and if the liquids will settle into layers in hyper gravity" explained Ebel.

Morstein's team will conduct electrolysis of water in zero G. Electrolysis of water is the decomposition of water ( $H_2O$ ) into oxygen ( $O_2$ ) and hydrogen gas ( $H_2$ ) due to an electric current being passed through the water. According to Mr. Morstein, "This simulates what occurs on the International Space Station where everything has to be recycled. Water is captured and turned into breathable oxygen for the astronauts. This is a natural extension of what we started in our chemistry classes last spring to have the students solving real-world challenges."

To the students that worked hard on the experiments of electrolysis of water and density of certain liquids while in a zero G environment, we say good job!

Congratulations to the teachers who provided the leadership to the students and for overseeing and volunteering to perform the experiments at 30,000 feet in an extreme environment. Your flights will be a trip of a life time.

# Who Keeps the Beacons Lit? A Winter Escapade with "Superman," 1949

Originally appeared on Utah State History website <http://history.utah.gov/index.html> . Reprinted with permission

## A monster winter

1948-49 was the worst winter of the century in Utah. Blizzard after blizzard roared through the state; average temperatures hit record lows; winds piled snowdrifts as high as 10 feet on roads.

During this snarling winter, reporter William Smart of the Deseret News wondered how the airplane beacons on the mountain peaks stayed lit.

He called the Civil Aeronautical Authority to find out. "One of our boys is going out to Antelope Island tomorrow," the supervisor said. "Why don't you come along and find out for yourself?"

## Meet the airways maintenance technicians

Harold Hardy was the "boy" who took Smart along - a "typical" airways maintenance technician on a "typical" maintenance assignment.

"More than 20 frigid hours, eighty jolting miles, and a pair of frozen feet later," Smart realized that this "typical" technician was a "superman," and that the "typical" assignment was nothing less than heroic.

At the time, Utah had eight of these technicians, each responsible for 250 miles of airway and 10 to 20 beacons. They had to service the beacons every month and take care of a multitude of other chores. "It is a big job with 24-hour-a-day responsibility," Smart wrote. "The man who fills it must be a plumber, electrician, carpenter, mountaineer [and] truck driver."

And, sometimes, pilot. When the snow was too deep for land travel, Hardy flew a ski-plane to tend his beacons.

## Ranch hospitality

Staff photographer Vern Dale joined Smart and Hardy, and they jolted over the snowy mudflats south of Antelope Island in an old Army four-wheel-drive ambulance. Once on the island, they bounced over snowy terrain to what is now the Fielding-Garr Ranch. Then it was the Island Improvement Company Ranch, not a tourist destination but a working ranch.

In the old house built by the LDS church when it grazed cattle on the island (the house is still there), the group ate breakfast with ranch foreman J.B. Harwood and the ranch hands. Smart remembers it as the best one he ever had in his life: lamb steaks, eggs, and potatoes. As it would turn out, they would need the fuel for one of the most harrowing experiences of his life.

## Treacherous snow, wonderful horses

After breakfast, Smart, Hardy, and Dale tied skis and snowshoes onto three horses and headed toward the beacon on the north end of the island.

Beyond the friendly warm ranch house, horses and men confronted a vast landscape of windswept snow. The snow lay flat, hiding the ravines and draws that had drifted full of snow. Over and over, the horses plunged into these holes up to their shoulders.

"They were wonderful, those horses," Smart wrote. "Instead of thrashing around as some horses will do, they would quietly back out" and find another way.

After five hours of plowing through snow, night was falling as they reached the base of a high ridge. On top was the beacon. As they gazed at it, the light turned on and began to swing its beam through the winter dusk.

## To the top

At this point, the men put on their skis (alpine skis, mind you!) and snowshoes and hiked to the ridge - another two hours. The wind tore at them and they gratefully stumbled into a small shack while Harold refueled the generators.

Back outside again, they then climbed 65 feet to the top of the tower. While Hardy put a new 1000-watt lamp in the huge six-foot light, Smart could see six other beacons winking on surrounding mountains. He marveled that Harold Hardy serviced 20 of these mountain-top beacons in all.

## If only Scotty could just beam me back...

"Going home was a nightmare." For one thing, "skiing down that steep ridge in half-light, half-blackness as the great light swung around" was tricky and treacherous. Reaching the foot of the mountain, they numbly tied their skis to the horses and mounted. The light receded as the horses stumbled forward into total darkness. The frozen men, hunched up against the biting wind, just let the horses pick their way home.

After four hours of riding, they heard a dog barking a long way off - "the most beautiful music I ever heard." A light came on in the distant ranch house. Someone brought out a lantern and waited.

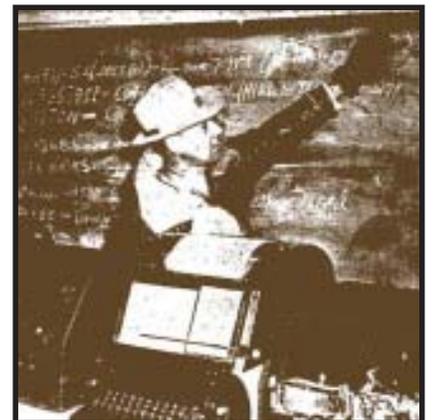
## Thawing

When they reached the house, the men pretty much fell off their horses into the arms of the ranch hands, who hurried them indoors.

The ranch hands had a stove heated up red-hot and hot drinks and food ready. They put snow and kerosene in a tub and rubbed frostbitten feet with the mixture. The exhausted men sat while feeling painfully returned to their feet.

In all, the service trip to the beacon took 20 hours.

This happened 60 years ago, but Bill Smart still remembers the awe he felt at this "typical," unassuming airways maintenance technician and his heroic efforts to keep the beacons lit - so that airplanes could fly safely above the mountains.



Harold G. Hardy, maintenance technician for the Civil Aeronautics Administration, 1949  
(Deseret News, Feb 5, 1949)

# *In Memory of William "Charlie" Reiste*

*Published in Great Falls Tribune on December 22, 2011*



William "Charlie" Reiste, 85, of Tenino, Wash., a former Great Falls resident and Army veteran, died of natural causes Saturday, Dec. 17, at a care center in Olympia, Wash.

Charlie was born April 13, 1926, to William and Mae (Rhoades) Reiste in Minot, N.D., where he grew up farming. In 1942, he married Joyce Grilley in Sydney, N.D. In 1944, Charlie did a short stint in the United States Army.

In 1964, they moved their family to Great Falls, Mont., where he owned and operated a welding and fabrication shop. Charlie and his son built an airplane, "The Tailwind." He was an avid pilot. He also was a pilot instructor, a lifetime member of the Montana Pilots Association, a member of EAA Chapter 1141, and a recipient of the Wright Brothers Master Aviator Award.

Charlie married Lois Hansen in 1996. That was a very happy and special time of his life.

Charlie was preceded in death by his parents, Joyce and Lois; his brothers, Irwin and Marion; and his son, Bob.

He is survived by a son, Bill Reiste of Deering, N.D.; daughter, Debra Reiste of Lincoln, N.D.; and (grand)son, Master Sgt. Thaddeus J. Reiste of Germany, and all their families; stepchildren, Rose, Joseph, Lorna, DeAnn, and Mike and their families; and his great granddaughter, "My Emma," as Charlie always called her.

Charlie loved to share his knowledge with everyone. He charmed anyone he met, and will be missed by all who knew him.

## *Montana's Alke Replaces Missouri's Pestka as NASAO 2012 Chairman*

Debbie Alke, Montana Department of Transportation Aeronautics Division Administrator has succeeded Joe Pestka, Administrator of Aviation for Missouri Department of Transportation as the 2012 Chairman of the National Association of State Aviation Officials (NASAO) Pestka is leaving his state government position to become a private sector consultant.

A member of NASAO since November 2001, when she became Administrator, Alke has been with the agency since 1990. She previously served as NASAO's Vice Chairman, Treasurer and Secretary of the Board. She has also served on the NASAO/AASHTO Standing Committee on Aviation and NASAO committees on air service, finance, and intergovernmental relations as well as the NASAO Special Events Task Group. She is a member of the NASAO Center for Aviation Research and Education Board of Directors.

"I am grateful to be given the opportunity to lead such a distinguished group of aviation professionals. I look forward to a productive year working with the executive committee and board to follow through with the ongoing initiatives identified in NASAO's strategic plan. Thanks to Joe Pestka and his predecessors for their leadership and dedication in piloting this outstanding association" said Alke.

Congratulations Debbie!

## *CAP Partners with FAA for Safety Training*

Civil Air Patrol has established a safety education partnership with the Federal Aviation Administration that will provide CAP members with automatic education credits for completing safety education within the FAA's WINGS Pilot Proficiency Program.

The WINGS program objective is to address primary accident-causing issues that plague the general aviation community. The FAA hopes the program will help reduce the number of accidents it sees each year resulting from the same causes. CAP members will benefit from this relationship by receiving credit toward CAP safety education requirements upon completion of FAA-approved courses.

The WINGS program - available to all aviation enthusiasts at [www.faasafety.gov](http://www.faasafety.gov) - helps aviators and aviation enthusiasts construct an educational curriculum suitable for their individual flight requirements. It emphasizes flight proficiency by using the FAA's Practical Test Standards.

CAP requires all members to complete safety education at set intervals, which has helped improve the organization's overall safety results in air and ground operations. Providing increased awareness through education complements CAP's safety management system.

"We are proud of our relationship with the FAA," said CAP National Commander Maj. Gen. Chuck Carr "Recurrent training programs like this one help all pilots reach their highest potential and maintain a high level of safety and proficiency."

**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	___ @ \$140/PERSON	\$ _____
<b>(includes registration &amp; <u>all meals</u>)</b>	___ @ \$270/PERSON/SPOUSE	\$ _____

<b>-OR-</b> Registration Fee	___ @ \$85/PERSON	\$ _____
<b>(includes registration &amp; <u>free meals</u> – see note below)</b>	___ @ \$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 ( <b><u>No Meals</u></b> )	___ @ 45/PERSON	\$ _____
	___ @ 75/PERSON/SPOUSE	\$ _____

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

Takeoff to Landing Package	___ @ \$150/PERSON	\$ _____
<b>(includes registration &amp; <u>all meals</u>)</b>	___ @ \$290/PERSON/SPOUSE	\$ _____

<b>-OR-</b> Registration Fee	___ @ \$95/PERSON	\$ _____
<b>(includes registration &amp; <u>free meals</u> – see note below)</b>	___ @ \$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 ( <b><u>No Meals</u></b> )	___ @ 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

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January, 2012

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## *The Heart of a Volunteer*

*By David J. Hoerner*

2011 has come and gone in a hurry and I look back at the high and low points of working for Montana Aeronautics.

**A High Point:** Becoming friends with fellow workers at Aeronautics and watching each individual get their heavy workload completed.

**A Low Point:** Driving the Swan Highway in snow storms while it's dark out. I've only hit two deer and look forward to flying my 185 instead of driving.

**A High Point:** Working with Search and Rescue organizations and providing information that hopefully will help save lives.

**A High Point:** Introducing school kids to the Aviation world during the Art Program, Aviation Career Academy and the Aviation Conference. One student said it was the most fun he'd ever had in his life.

**A Low Point:** Aircraft accidents where we lost pilots and friends. I'd taught Chad Cyrus how to fly wildlife studies and Mountain flying.

**A High Point:** Flight and ground training with Aeronautics pilots. We are responsible for all search and rescues for missing aircrafts or activated ELTs. We are ready to go in a minutes notice.

**A High Point:** Working with Montana pilots during the Mountain Pilot Search and Winter Survival Clinics and seeing pilot's confidence grow with the training.

**A High Point:** Most of all, I've had the privilege to see humanity in its finest hour. When a fellow pilot is missing, people step forward to help. Their own interest is set aside and given freely of their time, assets and money in a search for an unknown individual. The rewards would be saving a life or giving a family closure.

How do you describe the Heart of a Volunteer? They leave the warmth and safety of their homes and step forward to help another person. They stand true to the goal of saving a fellow man.

Stepping forward and saying, "I will help" describes a volunteer. Rest assured, if you went missing, Montana pilots will be searching for you.

I believe that someday we will be asked, "What have you done to make the world a better place?" At that time, your efforts to help others in need will pay off.

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