



Airway Beacons Keep Shining

By: Ken Wilhelm

In the 1920's a system of airway beacons was devised to assist airmail pilots with night navigation. It crossed the United States following main airmail routes. The beacons have a flashing white light and red course light. The course light flashes a Morse Code identifying the beacon's location, which helps pilots as they fly cross country.

Montana is the only state that still utilizes this navigation system. MDT Aeronautics Division personnel, Jim Greil, Mike Rogan, Max Murphy, and I ensure functionality of the beacons. This maintenance consists of quarterly inspection and routine preventative measures, as well as changing of lamps as needed. Other non-routine repairs due to things such as vandalism and lightning strikes are performed as incidents occur.

For the past couple of months I have been working to update the course light lamp holders on the beacons. The incandescent lamps we have been using are no longer available, and I have located a 500 watt quartz lamp that will meet our needs. The new lamp means retrofitting the current lamp holder and bracket. I fabricated an aluminum angle to mount the socket to, and attached it to the mounting bracket that held the original lamp. It took some experimenting to make sure the lamp was centered in the lens correctly.

I could not locate instructions on the initial set up of the course lights on the beacons, or on re-aiming the course lights. Each course light has two aiming crosses and peep holes, which I was able to use to get the lamp centered fore and aft as well as up and down. Even though we wear safety harnesses while working on the beacon, I didn't feel like hang over the edge of a fifty foot tower to accomplish this work. I fabricated a mount using a scope to re-aim the course light assembly after moving it to work on it. Some of the light assemblies needed to be re-aimed, so I aimed the light to the next



beacon or airport in line and tilted up a couple degrees above the horizon.

Changing lamps had an added bonus of saving money. The incandescent lamps were running about \$60 each, compared to the quartz lamp at about \$9 each. If both lamps on a beacon were changed every three months on each of the 15 beacons across the state, the annual cost for the old lamps was \$7200. The new lamps drop that annual cost to \$1080, resulting in a savings of \$6120 per year.

Administrator's Column

Merry Christmas and Happy New Year! I wish you a very joyous holiday season and best wishes for a healthy, safe and productive 2010. Thank you for your friendship and support.

FAA Compliance Order: In a recently released FAA Compliance Order, Section 20.4 Residential Airparks Adjacent to Federally Obligated Airports contains the following language: *“b. FAA Position. Permitting development of a residential airpark near a federally obligated airport, through zoning approval or otherwise, would be inconsistent with Grant Assurance 21, Compatible Land Use. The FAA expects sponsors to oppose zoning laws that would permit residential development near airports. For this purpose, the FAA considers residential use to include: permanent or long-term living quarters; part-time or secondary residences; and developments known as residential hangars, hangar homes, campgrounds, fly-in communities or airpark developments – even when colocated with an aviation hangar or aeronautical facility.”* Many of you expressed concern over the word “campgrounds” and rightfully so. After talking with the FAA they are not aware of a stance against camping on airports and best guess is that this inclusion of campgrounds in the section discussing residential airparks adjacent to airports is geared towards a developed campground where someone could pay for a camping site, park a trailer or RV on that site, and stay for an extended period of time. Campgrounds on airports need to be better defined to clarify the kind of airport camping we all enjoy and are familiar with. Comments are encouraged and can be made until 3/31/2010 at: <http://www.regulations.gov/search/Regs/home.html#docketDetail?R=FAA-2009-0924>.

Ed Stimpson, aviation advocate, passes: Ed Stimpson a U.S. aviation advocate who pushed to rejuvenate the struggling small aircraft manufacturers in the 1990s by limiting lawsuits against them, passed away recently in Boise, ID. In 1994 Congress passed the General Aviation Revitalization Act, a “statute of repose” that was designed to protect manufacturers of smaller, private aircraft (less than 20 seats) from liability for accidents involving older airplanes and/or parts. The act prohibits lawsuits against the manufacturer of an aircraft or component part once that item has been in service for 18 years. I was happy to have had the opportunity to become acquainted with Ed over the years. In 1994, Ed was the kick-off lunch speaker at our annual Montana Aviation Conference. He also attended several National Association of State Aviation Officials (NASAO) events while serving as President of the General Aviation Manufacturers Association (GAMA). Ed served as President of GAMA for 25 years and served as chairman of the Flight Safety Foundation in Washington DC for the past several years. Condolences to Dottie and the entire Stimpson family.

TSA NPRM: The Transportation Security Administration (TSA) published in the Federal Register a Notice of Proposed Rule Making (NPRM) on November 16 to strengthen the Aircraft Repair Station Security program. The proposed rulemaking would establish security requirements for maintenance and repair work conducted on aircraft and aircraft components at domestic and foreign repair stations certificated by the Federal Aviation Administration (FAA). The NPRM requires FAA-certificated foreign and domestic repair stations to adopt and carry out a standard TSA security program to safeguard the security of a repair station, the repair work conducted, and all aircraft and aircraft components at the station. The program will require certificated stations to implement strict access controls, provide security awareness training, and allow for Department of Homeland Security (DHS) inspections. To read the notice go to: http://www.tsa.gov/assets/pdf/nprm_aircraftrepair.pdf Comments will be accepted for 60 days and can be made to: Docket No. TSA-2004-17131, the Federal eRulemaking portal at <http://www.regulations.gov> or mail, fax to Docket Management System, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; Fax: 202-493-2251. For further info contact: Celio Young, Office of Security Operations, TSA-29, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6029; telephone (571) 227-3580; facsimile (571) 227-1905; email celio.young@dhs.gov.



Montana and the Sky

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Calendar of Events

January 15 -17, 2010 – Winter Survival Clinic, Helena. For further information, phone Jeanne MacPherson at (406) 444-9568 or email jemacpherson@mt.gov.

January 20-21, 2010 – Aeronautics Board Meeting, Helena. Loan and Grant allocations. For further information, contact Patty Kautz (406) 444-9580 or email pkautz@mt.gov.

February 12-13, 2010 – Flight Instructor Refresher Clinic, Helena. For further information, phone Jeanne MacPherson at (406) 444-9568 or email jemacpherson@mt.gov.

March 4-6, 2010 – Montana Aviation Conference, Hilton Garden Inn, Missoula. For further information, phone (406) 444-9580 or email pkautz@mt.gov.

March 19, 2010 - Open House at Rocky Mountain College Aviation Program, Billings. Meet the people, learn about the program, go on a free flight. Learn how to prepare for a career in aviation. Call Dan Hargrove, director of Aviation, at (406) 657-1060 to make your reservation.

Aircraft Mechanics & IA Refresher Offered in March

The MDT Aeronautics Division is pleased to announce the 2010 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation conference in Missoula. The dates for the conference are March 4-6, 2010. The Mechanics Seminar will be held on Friday March 5 and continue through Saturday March 6.

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.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee will be \$75.00 in advance, \$85.00 after February 1. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner dance and the Saturday luncheon. Or if only attending the 8-hour Saturday session, a \$30.00 day pass may be obtained.

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

TENTATIVE SPEAKERS: Colorado Classic Aircraft-Carol Leyner; Northwest Propeller – Dick Jacob; Engine Components Inc. – Tim Morland; Kannad ELT's – Floyd Roney; Rocky Mountain Aircraft – Mitch Steinberg; NTSB – Kristi Dunks; Tanis Aircraft Heaters – Dirk Ellis; Cross Petroleum – Greg Cross; Helena FSDO. Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

A Flight Attendant Pre-Departure Briefing, at Christmas!!!

Submitted by Doug Parrott, Retired Northwest Airlines Captain, written and used by one of the flight attendants on Northwest Airlines during Doug's last Christmas flight, December 25, 1984, you can tell there have been a few changes in the industry since then.

Ho! Ho! Ho! Give us your ear-
We have some words we hope will bring cheer!
T'was the night before Christmas and all thru the plane,
Not a creature was stirring-now I must explain;
That the engines are ready, all handled with care,
In hopes that our Captain will soon get us there.
The doors of the plane have all been shut tight,
We're headed for Montana on this Christmas Eve flight.
Your Ma'am in your kerchief, your sir in your cap,
Should just settle back for a smooth ride & nap.
But first on my duties, I'd like you to look-
Inside your seat pocket for a white card and book-
The card tells the exits and all you want to know-
Of the emergency features and where they all go,
5 doors on the left
5 doors on the right
An upper deck lounge exit is where they're at.
The book is our Passages—yours for the taking,
With stories of interest for your hours of waking.
Pay close attention to what I now say,
About oxygen we probably won't need today.
Should a small yellow mask appear near your face
First put out your smoke, then pull it into place-
And breathing quite normally, sit back, relax-
And things will soon be as formerly.
While winging your way with Christmas treats-
Make sure each carry-on's stowed 'neath the seats.
So now just sit back relax, we'll soon be on our way.
Things are ready for Santa & sleigh-
Please check your seat belt, make sure it is fastened,
Your seat back up and your tray table battened.
Tho the no smoking sign is turned on right now,
It soon will be off for a puff to allow-
Now we are ready, I hear Santa's call-
We hope this Christmas brings Peace for your all.

26th Annual Montana Aviation Conference

March 4-6, 2010 – Hilton Garden Inn, Missoula

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!

EARLY REGISTRATION: BY FEBRUARY 1, 2010

Takeoff to Landing Package	___ @ \$135/PERSON	\$ _____
(includes registration & <u>all</u> meals)	___ @ \$260/PERSON/SPOUSE	\$ _____

-OR- Registration Fee	___ @ \$75/PERSON	\$ _____
(includes registration & <u>free</u> meals – see note below)	___ @ \$140/FAMILY	\$ _____

Thursday Luncheon	___ @ \$15/EACH	\$ _____
Friday Luncheon	___ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	___ @ FREE	\$ _____
**Saturday Luncheon	___ @ FREE	\$ _____
Saturday Banquet	___ @ \$35	\$ _____

TOTAL PAYMENT: \$ _____

GENERAL REGISTRATION: AFTER FEBRUARY 1, 2010

Takeoff to Landing Package	___ @ \$145/PERSON	\$ _____
(includes registration & <u>all</u> meals)	___ @ \$280/PERSON/SPOUSE	\$ _____

-OR- Registration Fee	___ @ \$85/PERSON	\$ _____
(includes registration & <u>free</u> meals – see note below)	___ @ \$160/FAMILY	\$ _____

Thursday Luncheon	___ @ \$15/EACH	\$ _____
Friday Luncheon	___ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	___ @ FREE	\$ _____
**Saturday Luncheon	___ @ FREE	\$ _____
Saturday Banquet	___ @ \$35	\$ _____

TOTAL PAYMENT: \$ _____

****PLEASE INDICATE IF YOU WILL ATTEND THE FREE FRIDAY DINNER/ENTERTAINMENT AND FREE SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON/SPOUSE AND FAMILY RATE INCLUDES 2 DINNER/ DANCE AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$35.00 DINNER/DANCE 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.**

Refund Policy: Full refunds for cancellations will be given until February 1, 2010. From February 1 through February 19 the registration fee less \$50 will be refunded. **After February 19**, no refunds will be given. If you cannot attend, you may transfer your registration to another person in the same registration category.

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 a Montanan to help defray costs of education (i.e., flight instruction, A&P, ect.) and will be presented during the 2010 Montana Aviation Conference in Missoula. 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 2010 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 8, 2010.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established this scholarship of \$250 in 1997.

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.

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. Harold had an extremely strong passion for aviation. Together he and Zola completed two airplane projects: the restoration of a J-3 Piper Cub, and an experimental RV-6 aircraft. In 2008 Zola graciously increased the amount of the Harold Hamm Scholarship to \$500.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

Montana Pilots Association 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 Air Dance Flight Training Scholarship One: Jeanne MacPherson and Bill Gallea offer this \$750 scholarship to a person with a huge interest in aviation; this scholarship would be used for flight training of any type.

Mountain Air Dance Flight Training Scholarship Two: 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 \$750 scholarships to financially assist student pilots with the cost of flight instruction. Student pilots 14-24 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.

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 2,200 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$858. This includes \$465 for postage.

Winter Safety – What’s your Position?

By: Tom Hoffmann, Originally appeared in FAA Aviation News, reprinted with permission

With skis waxed and ready to hit the slopes, many pilots look forward to a winter fly-in ski trip. Whether snow-bound for your dream ski vacation, or just headed to any cold and snowy destination, there are some hot items you’ll need to check before your flight. In particular is the importance of position reporting on the Common Traffic Advisory Frequency (CTAF) when landing at night after the tower is closed, especially during snow removal operations.

Surprise!

Last winter, two pilot deviations occurred at the same airport when pilots failed to state their intentions and position over the radio during snowy conditions. The first event involved a single engine pilot who, after being cleared for an IFR approach by the Air Route Traffic Control Center (ARTCC), was told to contact tower at the final approach fix. The pilot forgot to do so until he was over the numbers and touching down. He took off immediately after discovering a horde of busy snowplows at the far end of the runway.

The second case involved a commercial crew who arrived at the airport after the tower closed. After breaking out of the clouds, the crew continued the approach but did not report position or intention to land. Once over the numbers, the pilots made a startling discovery of snowplows working directly in front of them, which forced an immediate go-around. Both cases ultimately resulted in a safe outcome, but the pilots’ actions, or in these cases, inaction, could have proved disastrous.

“One of the most common complaints we get from airport operators about winter operations,” says FAA Runway Safety Program Manager Mike Meigs, “is pilots failing to announce intentions to land on the CTAF after the tower is closed.” At many northern airport locations, the weather is such that snow removal happens before the tower opens in the morning and after the tower closes at night. Airports issue NOTAMs about snow removal, and most have someone who announces periodically on the CTAF that snowplows and other equipment are on the runway.

Despite these precautions, pilots often come in to land without announcing their intentions on the CTAF. “Position reporting,” Meigs adds, “alerts personnel of your intentions and enhances the level of safety surrounding runway occupancy.”

Proper Planning = Prevention

Pilots should also note that at many airports with operating towers, local ATC does not always have access to radar information and depends on pilot position reports to manage departure and arrival flows. These position reports become especially crucial during snow removal operations, which are frequently conducted between arriving aircraft. The reports alert ATC of the time needed to clear the active runway(s) for arrivals. Failure to make these reports can lead to abrupt actions by controllers, ground personnel on the runway, and other pilots; and can compromise safety for all. The best prevention is good preflight planning. Before your flight, check for NOTAMs about snow removal operations at your destination airport, as well as any possible alternates. If available en route, check with Flight Service for any changes to NOTAMs in your area, or call Flight Watch for any PIREPs that may indicate an unexpected change in snow removal operations.

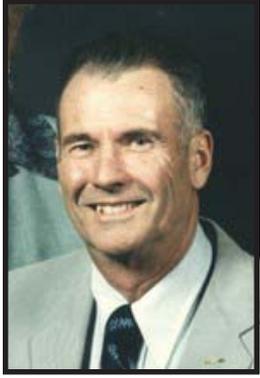
Also, make sure you know the hours of operation of towered airports and abide by any ATC requests for position reporting. If using a nontowered airport, or if the tower at your destination is closed, announce your intentions to land, take off, or taxi on the CTAF. Be sure to listen for other traffic and for any announcements made by airport personnel regarding snow removal.

Winter flying can be exhilarating and can open doors to exciting new experiences. Taking the precautions outlined here will help get you to your winter destination safely, perhaps even to “catch some more air” on the slopes.

Winter Runway Safety Tips

- Maintain situational awareness. Signs, markings, and lighting on airport grounds can be difficult or even impossible to see during wintry conditions.
- Stay vigilant of all surface traffic, especially when visibility is poor. Other aircraft or vehicles may have trouble seeing you and may have impaired braking ability.
- Study the airport diagram and anticipate what actions to take if you miss your turn-off during outbound taxi or after landing.
- Ensure that side panels and the windshield on your aircraft are free of all ice, snow, and dirt to maximize visibility.
- Not sure about something? Ask ATC for assistance and remember that progressive taxi instructions always are available.

In Memory of Russell Lyle Sartain



Russell Lyle Sartain, 78, of Great Falls, died on November 2, 2009 at his residence from natural causes. Survivors include his wife Donna, daughter Michelle Evans and granddaughter Jamie of Boise, Idaho, a son Alan (Melissa) and two grandsons, Chris and Matt, his brother Ed (Bea) and their daughters Brenda and Heather. Lyle was born December 1, 1930 to Dorothea and Glynn Sartain at the Deaconess Hospital in Great Falls, MT. He was the second son, his brother Edward being 18 months older. Lyle's dad passed away in 1940 at the age of 39 and his mother raised the two boys. They learned to be responsible at an early age when his mom had to return to work. Dot was a teacher but went to work at the Great Falls Airbase (before it was Malmstrom) and later for Cascade County as a welfare caseworker. They were fortunate enough to have a small home of their own. Lyle went to school in Great Falls and graduated from Great Falls High School in 1948. He went to work for the US Forest Service right out of school and later for the Western Geophysical Drilling Company as an apprentice driller for a year in Montana,

Wyoming and Nebraska. He married Donna Bulmer on July 9, 1954. Lyle returned to Great Falls and joined the Montana Air National Guard which was just being formed and went to work as an Armament Chief, then went to school for Radar training and became Radar Chief. The unit was called to active duty in 1950 and he served for the next 21 months in Georgia, California and Iceland. Upon returning he continued to work for the Guard and enrolled in the College of Great Falls (now UGF) taking classes in business, and when the opportunity presented itself to go from Master Sgt to 2nd Lt., Lyle had already completed Command and Staff College by correspondence and was chosen to go to Lowery, AFB in Denver, Colorado to complete his training. He graduated with honors in a special ceremony at the USAF Academy in Colorado Springs, CO. Upon returning to the Guard he proceeded through the ranks until 1986 when he retired 120th Maintenance Group Commander as LT Col with 33 years of service. Lyle joined Civil Air Patrol in 1970 and learned to fly at the age of 40. When he had to give up flying he had 1800 hours as pilot in command. He was Squadron commander for the local CAP Sky Hawks Sqn, MT Wing Commander from 1976-1981, Rocky Mountain Region CAP Counterdrug Officer until he had his cerebral hemorrhage in March of 1999. Lyle also served as president of the local MT Pilots hangar in the 70's, Finance Officer and Lighting Chairman for the Western Heritage Artist Association from 1981 to March of 1999. He had a Boy Scout troop for 10 years and served on the resource board until December of 1999. He was also president of the MT. Pilots Association for a year. Lyle also served as Montana Aeronautics Search Coordinator for this area along with another pilot. Until last summer he taught ELT training for Montana Aeronautics at their annual search clinic and worked with many other Search and Rescue organizations locally, statewide and nationally. He has represented Montana Wing and Rocky Mountain Region in Civil Air Patrol at many National functions and meetings. Lyle enjoyed camping and fishing, and going out in the RV. In May of 2006, a special handicapped accessible Winnebago lift was purchased so he could continue enjoying the outdoors.

Airport of the Year Nominations Requested

Are you often heard telling your friends that your airport is better than theirs? Do you feel an insatiable need to brag about your airport? Do you have dreams picturing your airport manager standing atop a three tiered podium with Olympic theme music bellowing in the background? If so, why don't you nominate your favorite airport for our annual "Airport of the Year" award? To nominate an airport, simply send us your nomination with an explanation of why you think your airport is the airport of the year. Nominations can be made by anyone on behalf of any Montana airport, can be as short or lengthy as you wish and will be accepted through the end of December 2009. MDT Aeronautics will collect and review all information and the winner will be selected and notified.

Formal public recognition and an award will be given to the airport representatives during the Montana Aviation Conference awards banquet in Missoula March 5.

Nominations can be sent to any of the following: **MAIL:** MDT Aeronautics Division, attn: Jim Greil, P.O. Box 200507, Helena, MT 59620-0507 **EMAIL:** jgreil@mt.gov **FAX:** 406-444-2519.

All in the Family



Jason Ferguson of Big Timer (l) and Will Ferguson of Livingston (r) recently received their private pilot certificates from flight instructor Russell Ferguson of Yellowstone Air Service in Livingston (center). Russell is Will's father and Jason's uncle. Congratulations to you all!

Aeronautics Division
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Helena, Montana 59620-0507

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MDT to Host Flight Instructor Renewal Clinic

The Montana Department of Transportation Aeronautics Division along with the support of the Helena Flight Standards District Office will be hosting the annual FAA approved Flight Instructor Renewal Clinic (FIRC) on February 12 & 13, 2010. The 2010 FIRC will be held at the Wingate Inn in Helena.

Gregory G. Gorak will be presenting the 2010 FIRC. Greg is an 8,500 plus hour Airline Transport Pilot as well as a dynamic educator. Greg founded Gaits Aviation Seminars, Inc. in 1977 and has been on the Presenter's Circuit for 41 years. Greg utilizes his BA in Radio/TV Broadcasting and Announcing from Marquette University and his MS in Administration from the University of Wisconsin as well as his Acting and Comic Opera Singing Career to provide a dynamic and fun presentation to Professionals.

Greg's experience as an aviation expert witness and past Milwaukee alderman enhances his presentation with real life humorous anecdotes. The Federal Aviation Administration named Greg the Flight Instructor of the Year for the United States in 1975. The National Association of Flight Instructors awarded Greg Master Flight Instructor status in 1998.

Greg is a past member of the Wisconsin Aerospace Education Committee, a current Master Flight Instructor of National Association of Flight Instructors, Aircraft owners and Pilots Association, EAA and is a Captain and CFI check pilot in the Civil Air Patrol as well as a frequent contributor to Pilot's Audio Update.

The 2010 FIRC tuition for in-state pilots registered pilots is \$150.00 and \$165.00 for out-of-state pilots. If you would like to attend the 2010 Montana FIRC and have not received a registration form, please contact Jeanne MacPherson at: 406-444-9568, Email: jemacpherson@mt.gov.

*May Peace be your gift at Christmas and your blessing all year through! Merry Christmas & Happy New Year from all of us at MDT Aeronautics Division
~ Debbie, Patty, Jeanne, Kelly, Kristina, Jim, Mike, Ken, Max and Tony ~*

