



Local Hero to Speak at Conference



Local hero Dan Ellison, will be the featured speaker at the Montana Aviation conference luncheon on Friday, March 4 at the Red Lion Colonial Hotel in Helena. Dan grew up on cattle ranches in western Montana. He graduated from the Naval Academy, completed flight training in Pensacola in 1971 and received orders to a squadron in San Diego. As a Navy helicopter pilot his deployments included Southeast Asia, Antarctica, and the Pacific and Indian oceans. Shore duty assignments included flight instructor, search and rescue operations in California, staff duty at the U.S. Space Command, and serving as Legislative Assistant to General Colin Powell on the Joint Chiefs of Staff at the Pentagon. He holds Master's Degrees from Pepperdine University and the Naval War College. After returning to Montana in 1999 he served for six years as a Commissioner on the Helena Regional Airport Authority, and was a Division Administrator for two

state agencies. In 2009 he was elected to the City Commission in Helena. Among Dan's military decorations are the Legion of Merit, Distinguished Flying Cross, Air Medal, and Antarctic Service Medal. He has commercial pilot ratings in helicopters and multi-engine fixed wing aircraft, and over 3,800 hours of flight time. He is a life member of the Distinguished Flying Cross Society, was twice selected as the Helicopter Pilot of the Year from among all Navy, Marine Corps, and Coast Guard aviators, and his name is inscribed on the Smithsonian National Air and Space Museum Wall of Honor. Last year the Government of New Zealand honored Dan as one of fewer than 20 Americans to be presented the Special Services Medal – Erebus, for participation in the recovery effort following the crash, in Antarctica in 1979, of an Air New Zealand DC-10. Dan and his wife, Jane Fournier, live in Helena.

Dan's talk will include his adventures of Navy helicopter flying in Antarctica and the Western Pacific (1977 – 1984). He will show slides of the UH-1N helicopter flight support for National Science Foundation polar operations, Antarctic field camp activities and wildlife, recovery efforts following a commercial aircraft crash, carrier battle group flight ops and SH-2F helicopter flying from Navy surface ships in the blue water environment.

Concurrent sessions will be informational, educational, entertaining and offer a wide variety of topics for anyone attending. A schedule will be posted on our website in the next few weeks. <http://www.mdt.mt.gov/aviation/>

To register for the conference complete the form on page 4 of the newsletter and return by February 2 to take advantage of the low fees that will increase after February 2, 2011.

Rooms have been blocked at the Red Lion Colonial Hotel at a conference rate of \$89 + tax. Please phone (406) 443-2100 or 1-800-733-5466, reference **Montana Aviation Conference** to make your reservations. Reserve your room today, reservations must be made prior to **February 2, 2011** in order to guarantee the group discount.

Questions please call Patty at (406) 444-9580 or email pkautz@mt.gov. Hope to see you there!

Administrator's Column

Powder River comment period extended: A new deadline of Jan. 20, 2011, has been set for pilots to comment on the potential environmental impact of a proposal that would create the largest special-use airspace complex in the United States. Pilots should send comments to Ms. Linda DeVine, Program Manager ACC/A7PS, 129 Andrews St., Suite 337, Langley AFB, VA 23665 by Jan. 20, 2011.

Proposed Met Tower Marking and Lighting Guidance: the FAA is considering revising its current Advisory Circular on Obstruction Marking and Lighting to include guidance for Meteorological Evaluation Towers. These towers are erected in remote and rural areas and are often are less than 200 feet above ground level. These towers fall outside of FAA regulations governing tall structures and their impact on navigable airspace. The proposed marking guidance would enhance the conspicuity of the towers and address the safety related concerns of low level agricultural operations. The FAA seeks comment on the proposed guidance on or before **February 4, 2011**. To read the complete document, FAA-2010-1326-001 go to www.regulations.gov

Reauthorization: the AIP/FAA reauthorization package died at the conclusion of the 111th Congress in December of last year. A continuing resolution will keep FAA and AIP alive until the end of March 2011. Congress will now start fresh on a new bill. In-coming House Transportation and Infrastructure Committee Chairman John Mica intends to begin hearings this month. House Republican staffers are hoping to have an entirely new version of the AIP/FAA Reauthorization bill on the floor before late February and are aiming to put it to a vote before mid-March.

Check-out AOPA Live: With its first full year of live streaming broadcasts, AOPA Live has provided pilots with virtual access to aviation events. Thousands of hours have been spent watching videos. AOPA Live brought Sun 'n Fun Fly-In, EAA AirVenture and AOPA Aviation Summit to pilots' computers. If you missed some of the highlights from 2010, check out the top 10 most popular videos of the year. Go to: <http://www.aopa.org/aopalive/>

Veterans' flight-training clears Congress: Legislation providing veterans with new financial aid for flight training has passed. The act broadens provisions of 2008 legislation by allowing veterans to pursue educational programs including flight training, certificate programs, apprenticeships, on-the-job training, and correspondence training. Qualified military personnel who have served three years on active duty since Sept. 11, 2001, will be eligible for educational funding previously available only for programs at institutions of higher learning. The bill provides that the maximum amount of assistance paid on behalf of an individual enrolled in a flight training program would be the lesser of \$10,000 annually or the actual cost of in-state tuition and fees. Flight training courses must be approved by the FAA, and be offered by a certified pilot school that possesses a valid FAA pilot school certificate.

NTSB comment period: The [NTSB](http://www.ntsb.gov) has issued an Advance Notice of Proposed Rulemaking (ANPRM) seeking comments dealing with review of FAA certificate actions, such as emergency revocation or suspension of a pilot's certificate. The ANPRM invites comments concerning emergency certificate actions where the FAA issues an immediately effective order revoking or suspending a certificate; should a hearing occur to allow parties to provide evidence concerning whether the case should be treated as an emergency; should there be an opportunity for another level of appeal to challenge the emergency status determination. The ANPRM also solicits comments concerning electronic filing of documents for aviation certificate cases and more. The 60-day comment period ends on Feb. 22, 2011. The ANPRM can be accessed <http://origin.www.gpo.gov/fdsys/pkg/FR-2010-12-22/pdf/2010-32056.pdf>



Montana and the Sky
Department of Transportation

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Calendar of Events

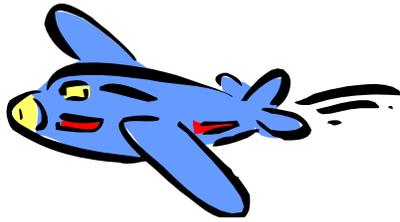
January 14 – 16, 2011 – Surratt Memorial Winter Survival Clinic. For further information phone (406) 444-2506.

January 19-20, 2011 – Montana Aeronautics Board Loan & Grant Allocation Meeting. For further information go to http://www.mdt.mt.gov/pubinvolve/aeronautics_board/default.shtml or phone (406) 444-9580; email pkautz@mt.gov.

February 11 – 13, 2011 – Flight Instructor Refresher Clinic. For further information phone (406) 444-2506.

March 3-5, 2011 – Montana Aviation Conference. Red Lion Colonial Hotel, Helena. For further information phone (406) 444-9580.

March 18, 2011 - Rocky Mountain College Aviation Program Open House, in Billings. Learn about getting your 4-year degree as a professional pilot or in Aviation Management. Contact Dan Hargrove at (406) 657-1060.



Tip of the Month - Airplanes

When do you preheat your airplane? What is the rule of thumb? Not everyone has the luxury of a nice warm hangar for their aircraft. Common sense tells us that anytime the temperature is below freezing, we should pre-heat the aircraft.

But in today's economy, saving a few dollars is practical and prudent. Having the FBO pre-heat your aircraft can cost anywhere from ten dollars to one hundred dollars and if there is any ice on the wings, in the hangar is mandatory.

Starting a cold engine is hard on the internal parts. In cold temperatures, the oil thickens and remains thick until the engine warms enough to let the oil flow easily.

Pull the oil dip stick out and hold it so the end hangs down. If the oil drips off the stick, and the right starting technique is used, the engine should start without a preheat. If the oil doesn't drip off, don't even attempt a cold start.

There are a lot of variables in this process and if you learned to fly in the summer, starting a cold engine without the proper training can be costly. If you haven't had winter training on airplane operations, get an instructor that knows winter techniques. This training might save you a big expense or even a burned out aircraft.

Mechanics Seminar & IA Renewal Held in March

The MDT Aeronautics Division is pleased to announce the 2011 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation conference in Helena.

The dates for the conference are March 3-5, 2011. The Mechanics Seminar will be held on Friday March 4 and continue through Saturday March 5. Seminar hours are 8:00 am to 5:30 pm Friday March 4, 7:00 am to 5:30 pm Saturday March 5.

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.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee will be \$130.00. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner/entertainment, 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 at 406-444-9590 or e-mail at mrogan@mt.gov.

If you intend to use last year's training to renew your IA in 2011 you will need to bring your signed 2010 training certificate to this year's IA training seminar to present to the FAA.

Tentative Speakers: Northwest Propeller-Joe Westby; NTSB-Kristi Dunks; Tanis Aircraft Heaters-Dirk Ellis; Diagnostic Solutions-Jim Ramsey; LYCON-Loren Lemen; Colorado Classic Aircraft-Carol Leyner; ACES Systems-Steve Sennett; Champion Aviation Products-Dick Johnson; Precision Automotive-Allan Jesmer; Textron Lycoming-Shannon Geary; Timken-Scott Ickes; Helena FSDO.

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

**27th Annual Montana Aviation Conference
March 3-5, 2011 – Red Lion Colonial Hotel, Helena**

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 2, 2011		
Takeoff to Landing Package (includes registration & <u>all meals</u>)	_____ @ \$130/PERSON _____ @ \$255/PERSON/SPOUSE	\$ _____ \$ _____
-OR- Registration Fee (includes registration & <u>free meals</u> – see note below)	_____ @ \$75/PERSON _____ @ \$140/FAMILY	\$ _____ \$ _____
Thursday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Luncheon	_____ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	_____ @ FREE	\$ _____
**Saturday Luncheon	_____ @ FREE	\$ _____
Saturday Banquet	_____ @ \$30	\$ _____

GENERAL REGISTRATION: AFTER FEBRUARY 2, 2011		
Takeoff to Landing Package (includes registration & <u>all meals</u>)	_____ @ \$140/PERSON _____ @ \$275/PERSON/SPOUSE	\$ _____ \$ _____
-OR- 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	\$ _____

****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 - \$30.00 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.**

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 _____

David Hoerner Hired as Division's Program Manager/Chief Pilot

Not long ago I was flying my C-185 in a tight circle, scanning the ground below for a Grizzly Bear. It was the last flight with my friend and bear biologist, Tim Manley. The flight was bittersweet. Tim let me know that through the years we had flown together over eighteen hundred hours. This would be our last flight of the season or as we called it, putting the bears to bed. The snow in the high country was deep and when the bears run out of food, they head for their dens. Once that den location is known, there is no reason to look for them again until spring.

As we flew from bear to bear I wondered if this would be my last Grizzly bear flight. I had a new job with the Montana Department of Transportation Aeronautics Division as the Safety and Education Program Manager and chief pilot.

As a young aviator without a lot of experience I jumped at the opportunity to buy a Piper PA-12 and fly along the river bottoms looking for geese. It wasn't long before I was asked to fly into the mountains and count elk, and then Grizzly Bears. All of a sudden the piece of cake valley flying turned into high altitude, wind slamming me down, scary flying. Believe me when I say I learned mountain flying in the school of hard knocks. Now twenty six years later, twelve different airplanes and thousands of hours of fighting the winds and the weather in the mountains, I've turned the page to a different chapter.

My job is to help Aeronautics personnel stay proficient so they are ready in a second to look for a downed aircraft. I also coordinate the search and rescue program, promote aviation safety and education, oversee aircraft and pilot registration and a variety of clinics plus more.

As the years went by, I'd occasionally see Jeanne MacPherson, who previously held this job. Every once in a while I'd see Mike Rogan at Schafer Meadows moving the runway cones. But, what always brought MDT Aeronautics into focus was when I received my annual aircraft and pilot registration bills. Ah ha now I know what they do, send me bills. Now I am one of them, a state employee and I know the rest of the story.

After a few weeks on the job, I've seen and learned a lot. The people that work here move all day long getting their respective work done. They're all concerned about aviation safety and helping promote aviation in Montana.

Debbie Alke, the Administrator, a commercial pilot, spends her time going to meetings, balancing budgets, meeting with the director and making sure the Aeronautics Division runs smoothly. Patty Kautz spends all day reconciling dollars for the division, registering aircraft, coordinates the aviation conference, edits the newsletter and handles the administrator's needs. Kelly Dimick is my helper. She's answered all my questionable questions and is still smiling. She answers the phone, takes care of accounts receivable, accounts payable, pilot registrations, organizes the numerous clinics and oversees the video library.

Jim Greil is a Certified Flight Instructor and the bureau chief of the Airport/Airways Division. He works with the aviation communities to acquire loans and grants. His program manages night time airway beacons, NDB and Unicom operations and coordinates state leases. Mike Rogan is a commercial pilot and has been with Aeronautics for twenty six years. He's the guy you might see at Schafer Meadows or Spotted Bear moving the cones. He does the leg work in keeping the night time beacons, NDBs and Unicom's operable. He organizes a resale program for airports and makes sure all the state owned airports are safe and helps with aircraft maintenance. Ken Wilhelm is a pilot and the mechanic that keeps the aircraft operable and assists with airport maintenance. On a cold snowy morning you'll find Ken on the tractor removing snow with a smile. Everyone is an expert at what they do.

As a life time instructor in airplanes and helicopters, my door is always open. Feel free to stop by or call me anytime.

I believe it's a privilege to live in Montana and be able to fly in this wonderful state. Don't ever take it for granted, we live in an amazing location in the world.

Enjoy what we have and let it be known that you have friends at the MDT Aeronautics Division. Happy flying.

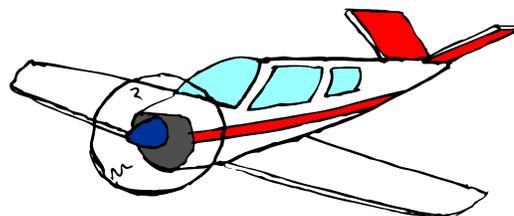


David J. Hoerner

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dhoerner@mt.gov



2011 Montana Airport Directory Coming Soon

The new 2011 Montana Airport Directories will be available in the next few weeks. This year marks the 50th anniversary since we began publishing an airport directory for our wonderful state. This year, Montana will boast 7 new public use airports in the directory, something that all pilots should be happy to see. These new airstrips are back country type strips however, and some of them are very challenging and have special considerations for both pilots and aircraft that have to be taken into account (see page 5 of the October issue of Montana and the Sky for a full article about the new strips). The price of the new airport directories has not changed this year, and will still be available for \$5.00. You can order our new directory via the pilot registration form, or by simply calling our offices at 406-444-2506 and asking for one. Because information is ALWAYS changing from airport to airport, be sure to always check NOTAMs and also contact the airport manager if you have any questions or concerns about flying into any one of our Montana airports.

In recent weeks there have already been a few changes and additions that have arisen that will not be reflected in our new 2011 directory. As always, if you ever notice any changes or discrepancies in our publication, please contact us with the corrected information. We rely heavily on public input to update our directory each year. Here are the changes that we know of to date since printing:

Some changes to various AWOS information:

Poplar (PO1)

AWOS freq. – 122.8

AWOS phone - 1-406-448-2453

AWOS website – <http://www.digiwx-poplarp01.com>

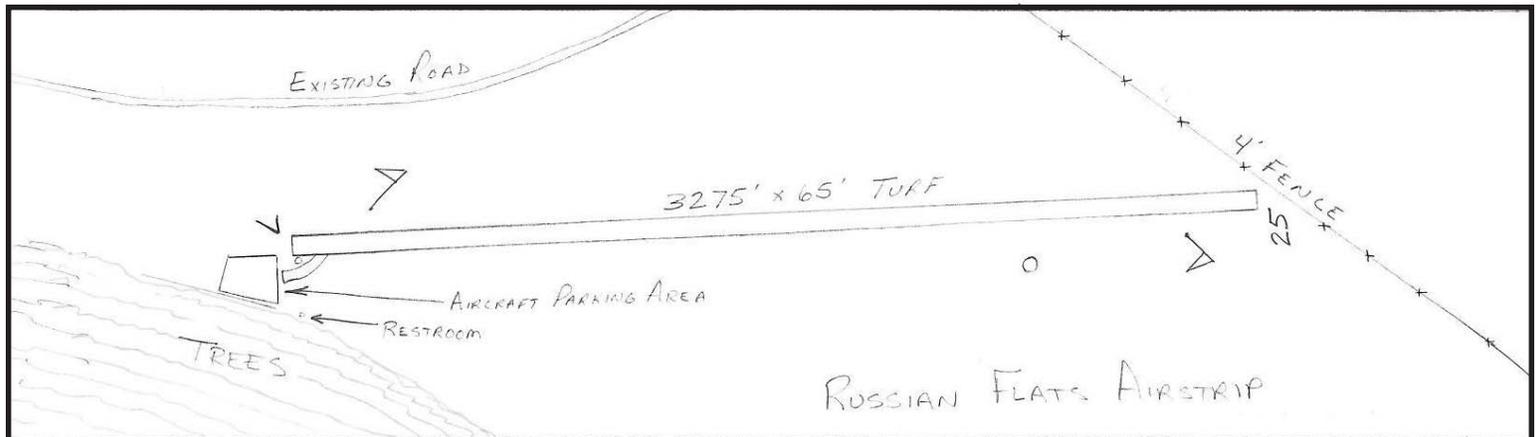
Thompson Falls (THM)

AWOS freq. – 118.325

Plains (S34)

AWOS Freq. – 118.100

Some better detail information for the Russian Flats Airstrip:



Face of the Home Front Dies

Geraldine Hoff Doyle, the iconic face of “Rosie the Riveter” depicted on the famous World War II “We Can Do It!” poster, has died in Lansing, Mich. She was 86. Her death on Dec. 26 was the result of complications associated with arthritis, reports the *New York Times*. In 1942, a United Press photographer aiding the war effort snapped a photo of Doyle, then 17 years old, at a metal-pressing plant near Ann Arbor, Mich. Unbeknownst to Doyle, Westinghouse War Production Committee-commissioned artist J. Howard Miller used Doyle’s face as inspiration for the now, classic poster, which ironically, she had never noticed until 1984. Unlike the poster’s muscular depiction of Doyle, she was actually petite, glamorous, and slender. In fact, Doyle, also a musician, quit the factory soon after the photo, fearing injury would preclude her from playing her cello, according to the newspaper.



Aviation Community Mourns Loss of Tuck Barrett

J. L. "Tuck" Barrett, 92, of Simms, a livestock rancher and pilot, died Saturday, Jan. 1, 2011, at a local hospital from natural causes.

He was born May 7, 1918, in Summersville, Mo., to W.L. "Les" and Myrtle (Holland) Barrett. At 2 weeks of age, son and mother returned home to her husband and sheep ranch on Flat Creek at Augusta.

Tuck grew up on the ranch along with cousin Bill, who lived there, and learned all phases of sheep ranching from lambing, raising bum lambs, herding sheep, tending sheep camp, shearing and all. He attended a one-room country school until the eighth grade, and then attended school in Augusta, graduating from high school in 1936. He attended Kinman Business College in Spokane, Wash. In 1939, he moved to Cascade when his dad bought a sheep ranch and he found himself in charge. He married Betty Pennington in Helena in 1939, and they had one daughter, Marjorie. They later divorced in 1959. He married Anna Nelson Welker in 1959 in Choteau. Anna passed away in January 1999. Tuck then married Nancy Dear at the ranch in Cascade on June 18, 2000. He worked for his dad for many years and later bought the ranch, switched to cattle and resided there until selling it in 2009 when he moved to Simms.

He learned to fly and earned his private license in 1945. He bought his first airplane and used it extensively in ranch operations. He later earned his commercial, instrument, multi-engine, sea plane and airline transport license. He flew spray planes for several seasons. He had an air taxi certificate and did passenger charter. He flew under contract for the U.S. Forest Service for many years doing fire patrol and recon. He was considered a very accomplished mountain pilot.

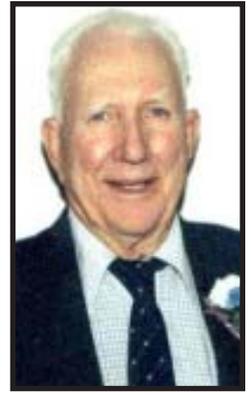
Tuck was a charter member in the Flying Farmers, serving as their second president for two terms. He was captain in the Civil Air Patrol, past president of the Montana Pilots Assoc., member of the AOPA and Quiet Birdmen. He received awards from the Civil Air Patrol, Pilot of the Year from MPA, and Special Citation from AOPA.

He was a 50-year Mason and past master Mason of Meridian Lodge 105, member of Eastern Star, 50 year member of the Scottish Rite, Algeria Shrine and a member of the Central Christian Church.

He is survived by his wife, Nancy; daughter, Marjorie (Walter) Johnson of Belgrade; grandchildren, Wade (Regi) Johnson of Bozeman and Christine Wheeler (Scott) of Ekalaka; two great-grandchildren, Jason (Dani) and Amber (Max) Blodgett of Clarksville, Iowa; and five great-great-grandchildren, Griffin Blodgett, Cole Blodgett, Kaven Blodgett, Gabe Blodgett and Hailey Johnson.

He was preceded in death by his brother, Bill Barrett.

Our condolences to Tuck's family, we will certainly miss seeing his smiling face at the conference this year, he will be truly missed.



Tip Clark Receives Master Pilot Award



Pictured (l-r) Jeff Vercoe, Helena FAA and Tip Clark.

Retired Air Force Brigadier General Tip Clark was awarded the Wright Brothers 'Master Pilot Award' at a recent meeting of the local Experimental Aircraft Association and Montana Pilots Association at the Kalispell City Airport. Jeff Vercoe, from the Helena office of the Federal Aviation Safety Team, was representing the Federal Aviation Administration (FAA) to make the presentation. General Clark was recognized for 50 years of flying and in appreciation for his dedicated service, technical expertise, professionalism and many outstanding contributions that further the cause of aviation safety. Mr. Vercoe said it is the highest award given by the FAA. In his comments, Mr. Vercoe mentioned a few of General Clark's aviation accomplishments. In addition to serving over 29 years in the Air Force he has been actively involved with general aviation. He has logged over 4500 hours in 30 different kinds of aircraft. As an Air Force fighter pilot he has flown several front line tactical fighters of their times, to include the F-100D Super Saber, F-4E Phantom, F-15 Eagle and the F-16 Fighting Falcon. He has flown over Mach 2 (twice the speed of sound) and has flown over both the Atlantic and Pacific Oceans. In 1967 he flew 276 combat missions in Vietnam. During his comments, General Clark said that he was lucky to be picked up by an Army helicopter when his F-100 was shot down over Southeast Asia. One of the highlights of his civilian flying experiences was when he participated in flying a Breezy aircraft to Kitty Hawk, North Carolina in recognition of 100 years of powered flight. The project, Kitty Hawk for Cancer, raised enough contributions to purchase a computer system for the Cancer Center at the Kalispell Regional Hospital. In his closing comments, General Clark said he was both humbled and honored to be given the award and join the few others that have received it. General Clark and his wife Diane are residents of Lakeside.

Aeronautics Division
Montana Department of Transportation
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Helena, Montana 59620-0507

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Notice to Pilots of Montana

By: David J. Hoerner, Chief Pilot

As of January 1, 2011 we have one thousand five hundred eighty pilots registered. I'd bet that there are that many that aren't registered. By Montana law all pilots have to be registered. The reason being that if a pilot is missing, we have a record of who he or she is and all their contact information.

We are a brotherhood of people that have gone above the norm. We have advanced our abilities to the point to where we can say, "we are pilots and proud of it."

All instructors out there, what you do is the heart and soul of the aviation community. How you teach regulates the health of the aviation community. Get your students to register with MDT Aeronautics, it's free. When you get them through a license, let me know who they are and what license they have obtained. We'll put their name, new license type and your name in the newsletter.

We offer a winter survival course, an aviation conference, CFI renewal, teacher workshop, mountain flying search clinic and more; try to attend one of these programs. Get involved and you'll have a great time.

Questions on pilot registration please call me at (406) 444-9568 or Kelly Dimick at (406) 444-9566.

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.

