



Montana Department of Transportation

Aeronautics Division

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## *Rocky Mountain College Flight Team Tops Competition for Overall Safety Award*

The Rocky Mountain College National Intercollegiate Flying Association (NIFA) Flight Team scored impressively at the regional competition, October 12-16, 2011, in Rangley, Colorado, according to Dan Hargrove, Rocky Mountain College Director of Aviation.

"The team won the overall safety award, which we are very proud about," Hargrove said of the regional competition in Colorado. "We also scored third overall which earned them an invitation to Nationals." The National competition will be hosted by Kansas State University in May.

The RMC flight team competed against Metro State College of Denver, Colorado Northwestern Community College, Utah State University, Utah Valley State College and the United States Air Force Academy. Jason Tobin of Billings placed first in the Simulated Comprehensive Aircraft Navigation (SCAN) test, arguably the hardest of all events, according Mike Damrow, RMC's team captain. James Campbell, of La Jolla, Calif., placed second in the top pilot competition and Damrow placed third overall.

"Our invitation to the national competition wasn't given to us," said Damrow. "Everyone on the team earned this spot. It was great to see the RMC team do so well, we're all looking forward to competing at a national level in May."

The 2011 RMC NIFA Flight team includes: Mike Damrow, of Tomah, Wis.; Bo Grandy, of Mapleton, Ill.; Victor Vega, of Las Vegas, Nev.; Erik Sahagun, of West Corina, Calif.; Marc Halderman, of Pierre, S.D.; James Campbell, of La Jolla, Calif.; Riley Boyd, of Chestnut, Ill.; Chris Farmer, of Billings, Mont.; Alicia Herron, of Sierra Madre, Calif.; Kim Cordova, of Corona, Calif.; Jason Tobin, of Billings, Mont.; Tyler Reed, of Lewistown, Mont.; Seth Livengood, of Carson, Iowa; Zach Witt, of Redmond, Wash.; and Kyle Irving, of Cordova, Alaska.



*Rocky Mountain College Flight Team*

### *Reserve Your Room Today!*

The 2012 Montana Aviation Conference will be held at the Best Western GranTree Inn and Holiday Inn in Bozeman. 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.

The conference will be held at two hotels this year so rooms have also been blocked at the Holiday Inn which is within walking distance. 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.

Stay tuned to next month's newsletter for much more on the 2012 aviation conference. If you have questions please call Patty Kautz at (406) 444-9580 or email [pkautz@mt.gov](mailto:pkautz@mt.gov).

# *Administrator's Column*

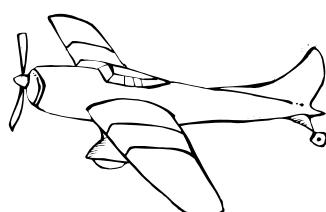
**Airports District Office Seminar:** The FAA Airports Office recently held its annual airports seminar at the Helena Regional Airport. FAA Airports District Office Manager Dave Stelling and his staff do an excellent job of working with airports and their sponsors to guarantee an efficient and safe airport network. With the continued saga of FAA airports funding, the infinite continuing resolutions, a furlough, and short-staffing the FAA Airports District Office staff work diligently to ensure Montana airports remain prepared and responsible to the flying public. Thanks Dave, Gary, Steve, and Franki for your work.

**Rocky Flight Team Update:** The Rocky Mountain College flight team took third place recently in the regional competition in Colorado, which earned them an invitation to the national competition in May. The National Competition will be hosted by Kansas State University. The team competed in a Cessna airplane and also won the overall Safety Award as a team. James Campbell placed second in the Top Pilot competition and team captain Mike Damrow placed third overall. Congratulations to all the flight team members and good luck at nationals! See page 1 for full story.

**Dreamliner Take Flight:** Although it is a few years behind schedule, the Boeing 787 Dreamliner received flattering reviews last week as it made its first commercial flight. All Nippon Airlines (ANA) took the media and special guests on the flight from Tokyo to Hong Kong and the new airplane began garnering the first rave headlines of what will undoubtedly be a successful calling. It will appeal to airlines because it is 20 percent more fuel-efficient than similar sized aircraft and passengers should appreciate its interior design, with larger windows and higher cabin pressure and humidity that make it more consumer friendly and comfortable. Boeing currently has orders for 821 of the aircraft.

**Interesting Numbers:** According to data provided by the General Aviation Manufacturers Assn there are currently 96,473 active flight instructor certificates. This number has been trending upward and grew by 1,610 between 2009 and 2010. In 2009, instructors outnumbered active student certificates by over 22,000. Only 72,280 student certificates were issued by FAA in 2009; the lowest number since 1964. Despite the economy, student numbers rebounded remarkably in 2010, topping out at over 119,000, resulting in an overall increase in the pilot population. Since its birth in 2005, the sport pilot certificate has grown steadily to 3,682 in 2010. Private pilots are still the majority among active aviators; roughly half of them are boomers 50 to 69 years old. Based on primary use data, most of them fly for personal/recreation.

**GI Bill Update:** Under a major expansion of the Post-9/11 GI Bill, starting Oct. 1 veterans are able to use their benefits at non degree, vocational schools including flight schools, a move aimed at reducing unemployment rates for young veterans. For students in fully online programs, the expansion allows for a partial housing allowance. Since 2009, the Post-9/11 GI Bill has paid out nearly \$13 billion in benefits to nearly 600,000 veterans. It is the most generous since the post-World War II era, paying all tuition and fees at a public university or up to \$17,500 per year at a private university.



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## ***Montana and the Sky*** Department of Transportation

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**Editor:** Patty Kautz

# *Administrator's Column, continued*

**Congratulations:** The Society of Montana Broadcast Legends recently recognized Lewistown resident, Fred Lark, of KXLO-KLCM Radio as a newly inducted member of the Broadcast Legends Society. Lark purchased KXLO-AM radio in 1972, and took possession in April 1973 as the President/General Manager. In 1975 Lark created KLCM-FM. Lark, originally from Boone, Iowa, began his broadcasting career in 1958 with the "Listen to the Lark" show and the "Morning County Boy Farm Show". Fred is a member of the MDT Aeronautics Board and also holds positions and memberships in the National Association of Farm Broadcasters, International Association Press Board, and as a representative for Montana Seniors at the President Council on Aging and President of Montana Broadcasters Association. The Montana Broadcasts Legend's society class of inductees for 2011 included active and retired broadcasters, engineers, and personalities for the sole purpose of assembling and recognizing notable members of the broadcast industry for the many years of contributions and dedication to American Broadcasting. The society recognizes men and women of Montana radio and television on a yearly basis and is located in Helena Montana. Congratulations Fred.

## *Request for Historical Materials*

The Gallatin Airport Authority is preparing historical displays for the new airline terminal and old terminal at Gallatin Field. They would appreciate the donation or loan of any historical materials or pictures of aviation events in the Gallatin Valley. Do you have any family photos taken with aircraft? They would especially appreciate photos of any MSC Flying Bobcat activities or aviation business photos taken at Gallatin Field or elsewhere in the Gallatin Valley. They are happy to copy your photos and return the originals to you.

Please contact the Airport Authority Office at (406) 388-6632 or drop off materials at the office in the terminal building.

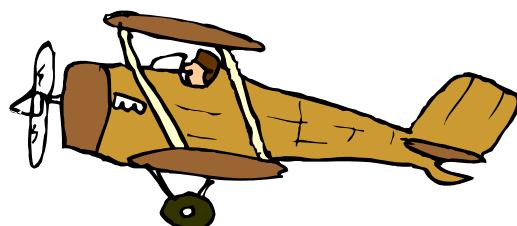
## *Calendar of Events*

**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 to Be Established in Memory of Dick Johnson*

Pilot Richard "Dick" F. Johnson died Monday, August 15, 2011, in Butte. To commemorate Dick's life, Montana Tech and his family wish to establish a scholarship in Dick's memory. Dick began teaching at Montana Tech in 1981 and at the time of his death was department head of General Engineering. It is believed that during his 30 year tenure at Montana Tech, through one subject or another, he had an impact on over 4,200 students.

It is hoped that a \$10,000 endowment can be established so that there will always be students that Dick can give can give "lift" to. If you would like to donate to this scholarship please send your donation to the Montana Tech Foundation/Dick Johnson Memorial, 1300 W Park Street, Butte, MT 59701. You may also donate online at <https://go.mtech.edu/SSLPage.aspx?pid=536>. The link has difficulty connecting at times, but keep trying, as it does eventually work.

The Johnson family will be notified that you made a gift in Dick's memory.

# Airborne Rescue Saves Lives

By David J. Hoerner, Safety and Education

In years gone by accident victims waited for rescues that at times took too long to happen. That golden hour is the time the survival rate climbs if emergency care is given. In many cases the land based ambulances couldn't get to the victim in time... that precious sixty minute time frame wasn't met and victims succumb to injuries.

In today's world, airborne ambulance has become a household word. This professional service has brought the recovery of injured persons or transportation of medical passengers to the top of the aviation scene.

In Montana we have a hospital system that is top notch and forward looking; saving lives and providing medical care with speed and accuracy is the goal. Part of this goal is being able to provide airborne recovery and patient transportation to medical people in need. This valuable service saves lives.

St. Vincent's hospital in Billings performs an average of 850 lifesaving flights yearly with a King Air airplane and an EC135 Eurocopter. Great Falls Benefis Hospital uses an A-Star 350 helicopter and a King Air 200 airplane. Missoula's St. Vincent Hospital and the Community Medical Center use Life Flight with a King Air airplane and an A-Star 350 helicopter averaging 900 flights yearly. Also in Missoula is Care-Flight which uses an A-Star 350 helicopter for emergency trauma and transportation of medical patients.

Kalispell Regional Medical Center has been using a Bell 407 helicopter for years with 14,518 missions and 1350 lifesaving flights. A new addition is a Pilatus PC-12 airplane for patient transportation.

Malta, Glasgow, Wolf Point and Poplar have formed an Air Ambulance Co-op that helps emergency airborne medical transportation in North Eastern Montana. This is a flagship program that these communities have developed into a valuable service using a Pilatus PC-12 aircraft.

Deaconess Hospital in Bozeman uses American Medical Response, which is a private air ambulance provider.

Being a pilot for one of these medical facilities and flying a high horse power helicopter is a coveted position that looks glamorous and a dream job for other pilots. But it isn't all fun and games, there is built in danger that comes with the position.

These pilots must know how to fly in mountainous terrain and read the notorious weather at a glance.

Being on call 24/7 makes night flying with night vision goggles mandatory and even though it helps see objects in the dark environment, it isn't perfect. Landing on highways with power lines bordering the landing zone can be breath taking. A vertical night landing in the mountains between trees takes a steady hand and nerves of steel.

Helicopters are amazing machines that perform extraordinary rescues when flown by the right pilots. But like all machines, if caution isn't used they will come out of the sky with life threatening results.



**Mercy Flight Aircraft are based in Missoula.**

Each pilot must know his or her limits, be able to stop at that limit and have a high degree of situational awareness to complete this job successfully.

The turbo prop airplanes these facilities use fly in almost all weather environments. The pilots must fly in icing conditions and be able to change flights to alternates in a minutes notice. Flying under Instrument Flight Rules (IFR) conditions in the clouds demands a high degree of proficiency and concentration.

These pilots know that when an emergency call comes in, someone needs help. They can't let the emergency influence their ability to make good sound decisions. The flying they do, and the demands they have to meet, makes their job one of the most dangerous in aviation.

One of the sweetest sounds you will ever hear is the distant sound of a helicopter as it comes to rescue you. If there is a need to move medical patients, these high speed and weather capable airplanes are ready to get the job done.

These medical facilities and the pilots that fly these aircrafts make a difference in saving lives. We appreciate what you do and being there for your fellow man in need.

Thank you for a job well done.



# *Hoerner's Corner*

## **Winter Survival Gear**

As the days roll on, the lowering of early morning temperatures gives warning of things to come. The leaves are turning color and darkness comes earlier with each passing day. We grumble about cold winter nights with blizzards' and fresh snow, but the changing of the season brings anticipation of new things to come.

Pilots should be thinking about the risk associated with winter flying. As the cold air rolls in we know that visibilities drop and not far up is freezing moisture that will adhere to the skin of an aircraft. The warmth of long summer days and high clouds departs and pilots enter into a time when smart decisions need to be made before each winter flight.

In the case of a forced landing or an unexpected overnight stay, having the right cold weather survival gear could make surviving possible. During the colder months we maintain a body temperature by adding more clothes. This body temperature makes it possible to function with clear thought and dexterity.

In an aircraft wreck, time isn't on your side. Imagine being trapped in an airplane or standing beside the wreckage at 10 below zero. At that temperature there would be only minutes to react before the cold would take control. The bottom line is that staying warm becomes paramount to surviving.

One item you shouldn't be without is rain gear; it will keep you dry and protect you from the cold winter winds. One word of caution, rain gear will also lock moisture in. Heavy exertion with raingear on can produce unwanted moisture that can't escape.

A replacement for rain gear that would be easily available is heavy duty extra-large plastic lawn/garbage bags. Put the bag over your head and tear or cut a breathing hole for your face. Make sure you exhale to the outside of the bag to keep moisture out of the bag. If the plastic bag goes all the way to the ground, placing a candle by your feet will provide heat for hours. Put a box of these bags in your airplane, they could be a life saver. If you don't have survival equipment with you, there aren't many options. Life will go from bad to dangerously bad in just a short while.

What have you done to assure you will survive until rescue arrives?

- (1) Being rescued is most important. Did you file a flight plan? Does someone know where you're going and will they call for help if you don't return? Do you have a 406 ELT installed in the airplane. Do you have a Spot Tracker? Do you have a handheld VHF radio to call for help? Do you have a Personnel Locator Transmitter?
- (2) Do you have survival gear and is it put together with the cold weather in mind? Do you have a winter survival tent, tarp and sleeping bags? Do you have the means to start a fire and keep it going?
- (3) Do you have a medical kit and are you somewhat familiar with its use?
- (4) Do you have a way of melting snow for water?
- (5) Do you have food?

Be prepared for the unexpected, it might save your life. On January 9-11, 2012 MDT Aeronautics is sponsoring a winter survival training course for Montana pilots. This program will provide information that will help all those participating become better prepared in a survival situation. A registration form for the winter survival course is available on our website [www.mdt.mt.gov/aviation/](http://www.mdt.mt.gov/aviation/) or call Kelly Dimick at (406) 444-2506. Register now – space is limited.

*David J Hoerner, Safety & Education*

## ***NASA Offers Scholarship Stipend and Summer Internship***

NASA is offering a substantial scholarship, stipend, and summer internship opportunity to undergraduate and graduate students for the 2012 school year. The deadline for the scholarship application is January 15, 2012.

**UNDERGRADUATE OPPORTUNITY:** \$15,000 Scholarship for up to two academic years  
Plus, a \$10,000 Stipend with an opportunity for a summer internship at a NASA aeronautical research facility.

**GRADUATE OPPORTUNITY:** \$11,000 Scholarship for two academic years, with the possibility of a third year. Plus, a \$35,000 Stipend for academic expenses. Plus, a \$10,000 Stipend for a two year summer internship at a NASA aeronautical research facility.

For further information or to apply go to <http://nasa.asee.org>.

# *Carl Hicks Named Executive Director of the Recreational Aviation Foundation*

Following a nationwide search, the Board of Directors of the Recreational Aviation Foundation (RAF) have announced Carl Hicks, 58 of Gig Harbor Washington, as their first Executive Director. Truly a recreational pilot, Hicks received his private pilot license in August, 1975, and has several thousand hours of flight experience, remaining current ever since. After retiring from his first career as a combat decorated, U.S. Army Airborne Ranger Officer, Carl pursued a successful career in business, attaining the COO, CEO positions in diverse companies from start-up size to nationwide. Using aspects of his business experience on the non-profit side, he helped build the Pulmonary Hypertension Association (PHA) from a small little-known patient organization into one that is revered internationally with thousands of members around the world. Currently serving as the immediate past chair of the PHA board, Carl has extensive lobbying experience on Capitol Hill. A key vote required visiting 115 congressional offices in a 1 ½ day period which ended with the bill passing. Carl brings that same passion to the RAF.

"One of my fondest memories in aviation was that of taking a date for a picnic before the ink was dry on my private ticket to a beautiful little grass strip alongside Pleasant Hill Reservoir near my hometown of Mansfield, Ohio" says Carl. "It was a state-owned strip that now sadly, like so many others, has vanished forever from the charts. The Recreational Aviation Foundation exists solely to prevent this from occurring in the future, preserving, maintaining and creating safe recreational airfields, and providing recreational opportunities for generations to come "I am deeply honored to be selected and am deeply committed to this endeavor." says Carl.

Carl is a longtime member of the AOPA, EAA, International Cessna 180 -185 Club, and an active volunteer in the Young Eagles with several hundred missions flown in his Cessna 180A. He holds both undergraduate and graduate degrees in business from the Ohio State University. Contact Carl at [chicks@theraf.org](mailto:chicks@theraf.org).



## *Who wants to be a Flight Instructor?*

*By David J. Hoerner, Chief Pilot*

When no one was looking I snuck out the flight school training room and headed for the big hanger out back. I had been taking flight lessons for a couple of weeks and just couldn't wait to look inside the charter airplanes. The panel was stuffed full of instruments, gauges, and gadgets I couldn't identify. My first thought was, "How in the world can any pilot know what, where and how everything worked."

After many years and thousands of hours of flight instruction given in airplanes and helicopters I still look at the things pilots do in amazement. By law, humans are normally gravity impaired and earth bound, except for pilots. We thumb our noses at a law of nature and soar around imitating the real masters, birds. We even make it look easy, but don't be fooled...gravity is always waiting to take control away from some complacent pilot.

How did we get so efficient and I dare say just plain good at leaving the ground and returning a few hours later? I can only come up with one answer, Flight Instructors.

Everyone who is a pilot has had a Flight Instructor get them to their certificate. Be it a good or bad instructor, he or she did the job. You earned your certificate and you're a certified pilot.

An instructors life consist of training, explaining, boredom, and seconds of terror. Over and over the instructor demonstrates, then follows the student through the maneuver and takes back control before everything gets out of control.

As a new instructor I had no patience and often wondered how a person could be so uncoordinated. But then I'd remembered back to my beginnings and what a low time

instructor told me, "There are some people who can't fly airplanes and you might be one of them."

That remembered early lesson always brought me back to the truth about instructing. The only difference between me and new students is that I went through the agonizing initial flight training years earlier. I always lowered my eyes to the level of the new student, not looking down at them, but straight ahead and remembered that I was at the same spot years ago.

Between flights the instructor gives ground school, eats a sandwich, and then watches closely as the next student preflights. They do this day in and day out and are in one of the lowest paid professions in the aviation field.

Why would anyone want to be an instructor, especially now with the poor economy? For some it is the only way to earn an income and build hours. For others it's what they love to do, make well trained pilots.

Becoming an instructor takes time, money, and effort, but there are benefits. You learn what emergencies are and how to fix the problem. It teaches patience and how to cope with stressful situations and it might get you the new flight job you're looking for.

It is human nature to be the best we can be. This fact is realized when we see the degree of flight skills and training pilots have been given in this country. This is possible because of dedication and top notch flight training given by Flight Instructors.

Have you hugged your Flight Instructor lately?

# 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.

**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 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.

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## *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 2011. 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 luncheon in Bozeman on March 2. 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](mailto:jgreil@mt.gov) FAX: 406-444-2519. Please call Jim with questions at (406) 444-9547.



**Happy  
Thanksgiving**

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