



Surviving a Crash Landing in the Winter

By David J. Hoerner, Safety & Education Bureau

The aircraft shuttered from the constant battering of turbulent air slamming against the fuselage. To compound the problem, a thin layer of ice was robbing lift. The pilot had no choice except to lower the nose and seek lower altitude with warmer and hopefully less turbulent air.

Without warning the engine noise stopped and the RPMs ground to a halt. From the very start, the flight had been worrisome in the misty windy conditions. The pilot tried not to panic as the flight went from uncomfortable to life threatening.

After all the years of training for this very second, he fought off the instant shock as the adrenaline blasted through his body and threatened to take control.

His and the passenger's life depended on what he did next. He knew he must come to grips. The prop had stopped suddenly and he needed to react. He had been trained for this and now that training told him to keep the aircraft flying.

He shook his head to clear his mind, finding a survivable landing spot was imperative. A chance at survival was in his hands.

Restarting was out of the question as the pilot scanned the area below and then remembered a small meadow a few minutes back. With the airspeed at the best glide, the image of the meadow appeared in the mist below.

There would only be time for a downwind leg and then a low final approach into the small opening in the trees, it was the only chance. The pilot pressed his Spot Tracker emergency button; he knew that unlike his 406 Emergency Locator, the Spot had to be activated manually.

The meadow was too short but the pilot knew that if he flew the aircraft all the way to the ground at the slowest controllable speed and let the gear take the punishment, surviving the crash was possible.

The stall horn blared as the aircraft floated over the trees on the edge of the opening. At the last second the pilot felt the aircraft settling toward the ground faster than expected. He hadn't anticipated the extra drag created from the seized propeller.



Tim Conway, MDT Aeronautics, and his son Brennan built their survival shelter in a wrecked fuselage and were able to keep quite comfortable all night despite the freezing conditions.

Full back pressure stopped the rate of descent as the airplane slammed onto the uneven surface. At the last second he turned slightly to miss stumps. On impact the nose gear folded back and the mains bucked up into the wings.

The aircraft slid forward as the right wing slammed into another stump and tore loose from the cabin. In seconds the airplane came to a stop, both passengers were alive, but shaken from the violent ride.

Expecting a fire, the pilot and passenger were out of the aircraft standing twenty feet away in seconds. The silence in the woods was mesmerizing as the light snow filtered down.

In minutes the zero degree temperature started to take its effects on the lightly dressed pilot and passenger. Close examination revealed the left gear had punctured the left tank and all the gas had drained out on impact.

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Administrator's Column

State Boarding Statistics: For the second year in a row Montana's commercial service airports have combined to support more than 3 million passengers getting on and off airplanes at our airports. This increase is seven percent more than the number of passengers carried in 2011. Thanks to all of you that work so hard to make this happen.

Congratulations to Silver Airways: Named the 2013 Regional Airline of the Year by *Air Transport World (ATW)*, the leading monthly magazine covering the global airline industry. Notably, Silver Airways is the first U.S.-based airline to win the coveted *ATW* Regional Airline of the Year award since 2008. Since its launch in May, 2011, Silver Airways has enjoyed dramatic growth by welcoming 21 Saab 340BPlus aircraft into its fleet, and doubling its route network with the opening of new hubs in Washington, D.C. and Atlanta. Silver Airways expanded its Florida routes to become the state's largest carrier and its Bahamas service also was bolstered, strengthening the airline's position as the largest U.S. carrier to the multi-island country. Silver Airways also opened a new, state-of-the-art maintenance facility in Gainesville in 2012, hired and trained nearly 500 new team members, and made improvements to facilities, technologies and employee travel and healthcare benefits. Since launching the airline in 2011, Silver Airways has solidified its codeshare agreement with United Airlines and formed strategic partnerships with Delta Air Lines. Silver Airlines provides air service to Glasgow, Glendive, Havre, Lewistown, Miles City, Sidney and Wolf Point. For more information go to:

www.gosilver.com

Sequestration: Although Congress recently delayed for two months, implementing cuts through sequestration, the continued prospect of these reductions remains a concern for the aviation industry. Recently the House Appropriations Committee provided information detailing the impacts that sequestration and potential across-the-board cuts could have on operations--reduced air traffic control, longer delays, and economic losses for air transportation, tourism and the economy as a whole. Agencies are undertaking plans to deal with the cuts should sequestration occur beginning March 1. AIP is an exception with the

program being technically immune from sequestration because of its unique budget treatment.

FY 2013 Airport Improvement Program Funding: decisions relative to appropriations for the current fiscal year are pending. The user-funded Airport Improvement Program (AIP) addresses critical safety, capacity, security, and environmental needs at airports. As noted in the latest National Plan of Integrated Airport Systems (NPIAS) report to Congress, airport infrastructure needs are significant. Over the next five years (2013 to 2017), the FAA estimates that airports will require some \$42.5 billion to meet AIP-eligible infrastructure development demands. Traffic growth continues to drive the need for airport expansion, rehabilitation and reconstruction. And remember that AIP, which has existed and operated at great success for decades, is supported entirely by users of the aviation system through various taxes, which are deposited into the Airport and Airway Trust Fund. No general fund money is used to support AIP.

Problems Statements Sought: Research needs for the Airport Cooperative Research Program (ACRP) Fiscal Year 2014 Program are due by March 15, 2013. Submissions form the basis for selection of the annual ACRP research program and are used to identify potential research needs. The Airport Cooperative Research Program (ACRP) receives hundreds of research ideas in the form of problem statements for consideration, yet only a few dozen get selected for funding as research projects each year. For more information on the program and for tips and guidance for writing a successful problem statement go to: <http://library.constantcontact.com/download/get/file/1102722494172-497/NASAO+Briefs+130118+ACRP+FY2014+Problem+Statements+SOLICIT.pdf>

LaHood Will Not Serve a Second Term: Department of Transportation Secretary Ray LaHood announced that he would not be staying on for the second term. There are numerous names floating around Washington as possible candidates for his replacement. Stay tuned for a nomination.



Montana and the Sky
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Calendar of Events

February 28-March 2 – Montana Aviation Conference. Copper King Hotel, Butte. For further information contact Patty Kautz at (406) 444-9580 or email pkautz@mt.gov.

March 3-5 – Upper Midwest Aviation Symposium, Fargo, ND. <http://www.ndac.aero/umas.htm>.

April 18 – Stanford Airport Biggerstaff Field Airport Dedication, 10:00 a.m. weather permitting. For further information contact John Semple at (406) 443-7487.

Conference Dates Quickly Approaching

The dates for the 2013 conference are quickly approaching so those of you that haven't registered please do so by February 22, 2013 to take advantage of the early bird registration fees. A registration form is available on page 4 of the newsletter. A conference program is available on our website <http://www.mdt.mt.gov/aviation/>. Please register early – those that do are eligible for a special drawing during Thursday's lunch, you need not be present to win! For questions please call Patty Kautz (406) 444-9580 or email pkautz@mt.gov.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696. MDT produces 1,800 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$702. This includes \$483 for postage.



Mechanics Seminar & IA Renewal Held in Conjunction with Conference

The Montana Aeronautics Division is pleased to announce the 2013 Mechanics Seminar & IA renewal will be held in conjunction with this year's Montana Aviation conference in Butte.

The dates for the conference are February 28 - March 2, 2013. The Mechanics Seminar will be held on Friday March 1, and continue through Saturday March 2. Seminar hours are 8:00 am to 5:30 pm Friday March 1, and 7:00 am to 5:30 pm Saturday March 2. Registration for IA's starts at 7:00 am on Friday March 1 and 6:00 am on Saturday March 2. 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 registration begins at 6:00 am. Please plan to arrive early to receive the full 8 hour credit.

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

TENTATIVE SPEAKERS: Joe Westby, Northwest Propeller; Kristi Dunks, NTSB; Joe Logie, SLICK by Champion; Vince Bechtel, Tempest; Shannon Gearry, Lycoming; Shane Rampy, Champion Aerospace; Kevin Griggs, Rolls Royce; Rene Bouchard, Standard Aero; Mitch Steinberg, Rocky MT Aircraft; Loren Lemen, LY-CON Rebuilding; John-Paul Townsend, Tornado Alley; Helena FSDO, Jeff Vercoe, FAASteam.

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

29th Annual Montana Aviation Conference
February 28-March 2, 2013 – Copper King Hotel & Convention Center, Butte

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 22, 2013. After that date conference fees increase and participants must register at the conference site (see reverse for further information regarding on-site registration).

PRE-REGISTRATION: BY FEBRUARY 22, 2013

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

GENERAL REGISTRATION: AFTER FEBRUARY 22, 2013

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

****PLEASE INDICATE IF YOU WILL ATTEND THE FRIDAY DINNER AND SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON REGISTRATION INCLUDES 1 FRIDAY DINNER AND 1 SATURDAY LUNCH TICKET; PERSON/SPOUSE AND FAMILY REGISTRATIONS INCLUDE 2 FRIDAY DINNER AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$30.00 FRIDAY DINNER AND \$15.00 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUNT IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.**

Payment Method:

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

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

Cardholder Name _____

Account Number _____ Exp. Date _____

Balance Due \$ _____ Signature _____



Surviving a Crash Landing, continued

With survival gear retrieved and extra clothes on it was time to access the situation. The Spot Tracker was blinking emergency and in the back of the cabin the 406 Emergency Locator was blinking red.

Help was on its way but as darkness covered the accident scene, they knew there wouldn't be a rescue until the next day.

The fire flickered as the two survivors leaned against the broken fuselage. They were fortunate to have come through the crash without injuries. But their uninjured conditions hadn't been luck because the pilot had formed a habit of practicing his emergency procedures every time he flew. Landing on a chosen spot at the slowest controllable speed had become second nature. This practice had probably saved their lives.

With nothing to do now but wait for rescue the pilot thought back over the last couple of hours. He wished he'd bought the satellite phone he been too cheap to buy. It would be nice to call his family and let them know he was alright.

Over the years he'd thought about buying a survival vest, but had always made an excuse to save the money. He realized now that if there would have been a fire he wouldn't have been able to retrieve his survival gear. Having a vest on while in flight would guarantee the gear went with him when departing the aircraft.

As the temperature dropped the cold sank to the bone. With doubt about the emergency signals getting out, he wished he'd also purchased a Personnel Locator Beacon. Three beacons emitting an emergency signal would guarantee a rescue. He also promised himself that if he flew again he would dress in warmer clothing while flying in the winter.

The preceding story is fictional, but the following fact: A successful Winter Survival Clinic took place in Western Montana in January. Northern Lights Training Groups Frank Bowen, Doug Dryden and Zack Vanderwall provided excellent training on emergency medical, fire starting, signaling and survival structures in the snow.

The temperature hovered around zero and there was enough snow to build a survival shelter with the snow. To all the participants' surprise, wolves howled during the night.



Zane Brown, Columbia Falls learned a lot from the three day clinic including fire starting.



Amanda Dufner, Missoula and Nicholas Merriman, Kalispell built a survival shelter that was warm and comfortable in spite of the wolves howling during the night.

Tim Conway and son Brennan spent the night in the Aeronautics wreck fuselage. Their story takes off where the story above stops.

The fire burning just a few feet away from the metal fuselage had warmed the metal, which in turn warmed the inside of the cabin.

With the inside of the fuselage empty of all seats the floor was covered with green fir boughs and a tarp. Warm sleeping bags and the heat from the fire radiating provided a warm and comfortable night in the below zero temperatures. The only discomfort was the restocking of wood on the fire a couple of times during the night.

MDT Aeronautics Winter Survival Clinic is a program geared for Montana Pilots. The information learned could save yours and your passenger's lives in case of an aircraft accident.

Pilots should take advantage of this worthwhile and lifesaving clinic. The time to prepare for an unexpected emergency is now. Take the time and make plans to attend next year's Winter Survival Clinic. For further information on the clinics you can call me at (406) 444-9568 or email dhoerner@mt.gov.

Airport Grants and Loans Awarded

By: *Tim Conway – Airports/Airways Bureau Chief*

On January 23, the MDT Aeronautics Division along with the Montana Aeronautics Board awarded a little over \$984,000 in loans and grants to various Montana airports as part of its annual loan and grant program. The program, developed 19 years ago, has become a major contributor to Montana airports. There was \$435,000 in grants and \$550,000 in loans available for disbursement this year for aviation projects around the state. For more information regarding the program, contact the Aeronautics Division. In addition to the awards below Billings, Bozeman, Butte, Great Falls, Helena, Kalispell and Missoula were awarded \$10,000 each from the Pavement Preservation Program. Here are the awards for fiscal year 2014.

AIRPORT	GRANT AMOUNT	LOAN AMOUNT
Big Timber	\$8,333	\$8,333
Bridger	\$8,000	\$0
Chinook # 1	\$0	\$13,000
Chinook # 2	\$0	\$10,600
Chinook # 3	\$0	\$10,000
Choteau	\$12,750	\$12,750
Colstrip	\$44,077	\$12,752
Columbus	\$6,325	\$6,325
Conrad	\$6,750	\$6,750
Culbertson	\$3,000	\$3,000
Deer Lodge	\$7,500	\$0
Ekalaka	\$23,160	\$0
Ennis	\$8,600	\$8,600
Glasgow	\$6,315	\$6,314
Glendive	\$25,000	\$0
Hamilton	\$0	\$7,000
Hardin	\$105,000	\$105,000
Havre	\$32,700	\$32,700
Lewistown # 2	\$10,700	\$0
Lewistown # 3	\$2,000	\$0
Lewistown # 4	\$1,750	\$0
Libby # 1	\$3,500	\$0
Malta	\$0	\$34,600
Plains	\$6,000	\$6,000
Poplar # 1	\$11,275	\$11,275
Poplar # 2	\$9,475	\$9,475
Ronan	\$11,800	\$11,800
Roundup	\$31,640	\$31,640
St. Ignatius	\$17,000	\$0
Shelby	\$0	\$83,400
Stevensville	\$0	\$16,557
Superior	\$0	\$25,300
Three Forks	\$8,750	\$0
Thompson Falls	\$6,500	\$6,500
Townsend	\$0	\$4,216
Turner # 1	\$0	\$19,560
Turner # 2	\$0	\$6,586
Turner # 3	\$0	\$10,000
White Sulphur Springs	\$0	\$13,813
West Yellowstone	\$16,154	\$16,154
TOTALS	\$434,054	\$550,000

Congratulations to the 2013 Scholarship Recipients

After receiving a record number of scholarship applications the 2013 scholarship recipients have finally been selected.

Jessica Williams of Lambert, MT is the recipient of the A Love of Aviation (ALOA) Scholarship. An anonymous donor established this scholarship of \$250 in 1997, in 2011 two more anonymous donors joined in the scholarship creating a \$750 scholarship. Jessica dreams of becoming a Commercial Pilot and also studying Aviation Technology Management and enjoy her passion for flying in the skies!

The AOM Flight Training Scholarship was awarded to Colter Zimmerman of Hamilton, MT. AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate. Colter is 16 years old and wants to get his private pilot certificate this year and get more flight time to work towards his tail wheel endorsement and multi-engine and complex aircraft endorsements on the Flagship Detroit DC3.

The Blue Goose First Generation Flight Scholarship went to Michael J. Baier of Columbia Falls, MT. This \$250 scholarship administered by Joe and Kathy Kurberka 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. Michael obtained his private pilot's license in September of 2011, his private helicopter license in January of 2012, and has completed most of the fixed-wing instrument rating. His goal is to obtain CFII in both rotary and fixed wing; tail wheel endorsement, float plane rating, build hours through flight instruction, and some day obtain a position as a corporate or commercial pilot.

Alex Koch of Helena, MT was selected for the EAA Helena Chapter 344 Scholarship. The EAA Helena chapter is offering a \$500 scholarship to help defray the cost of school for a 2nd year A&P student. Alex soloed on his 16th birthday and on May 15, 2010 passed his check ride. He is currently working towards his instrument rating. His future goals are to transfer to Rocky Mountain College and earn a Bachelor of Science degree in aeronautical science. He also plans to earn his tail-wheel and complex endorsements.

Ryan Johnson of Great Falls, MT was awarded the Harold Hamm Scholarship and the Theresa (Nistler) Cooley 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. The \$500 Theresa (Nistler) Cooley Scholarship was started by Mountain Air-Dance Flight Training (Jeanne MacPherson and Bill Gallea) and Vetter Aviation (Brent and Rosie Vetter) in memory of Theresa (Nistler) Colley who passed away from Leukemia (AML) in February, 2012. Theresa loved flying and was working toward her private pilot certificate. This scholarship is awarded to a student pilot who is working on getting their private pilot rating. Ryan joined the Army after high school and was deployed to Iraq in 2008 where he received several awards including the Army Commendation medal. He recently graduated ground school from Embry Riddle Aeronautical University and would like to become a commercial pilot.

Montana Antique Aircraft Association (MAAA) offers two \$1,000 scholarships to help defray the costs of flight instruction. This year's recipients are Jeff McBirnie of Great Falls,

MT and Kalen Park of Billings, MT. Jeff started his private license training this last April. His career goal is to achieve his instrument and CFI ratings by the end of this summer. Kalen is an Aeronautical Science Major at Rocky Mountain College. As a freshman, he is currently working towards his Private Pilot Certificate. After graduation he plans on applying for a pilot position at Alpine Air.

The Montana Pilots Association Flight Training Award went to Linda Hopkins of Martin City, MT. This scholarship is open to a person who has a considerable interest in aviation. The \$750 scholarship is to be used for flight training. Linda has always wanted to learn to fly and earn her private pilot's license. She is a school teacher in Columbia Falls.

The Montana Pilots Association Junior Pilot Award's recipient is Jonathon Ashcraft of Billings, MT. 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. Jonathon is currently a student majoring in Aeronautical Science at Rocky Mountain College. He has been enrolled in the program for three years and plans to complete his fourth on time with a professional pilot's degree.

Wyatt Lytton of Polson, MT was selected for the Morrison Aviation Appreciation Scholarship. Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established this \$500 scholarship as a token of appreciation to the aviation community. Wyatt wants to receive his private pilot's license and is almost to the point of being able to solo and finish up his testing for completion of his license.

The Mountain AirDance Flight Training Scholarship went to Kimberly Cordova of Billings, MT. 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. Kimberly is a senior at Rocky Mountain College in the Aviation Program. She is a multi-engine commercial pilot. Before she graduates this May she plans on earning her CFI.

Wyatt Wollenzien of Kalispell was chosen for the NW Montana Youth Aviation Scholarship. The Flathead Hangar offers a \$750 scholarship to financially assist a student pilot with the cost of flight instruction. Student pilots 14-24 years of age from NW Montana are eligible for this scholarship. Wyatt is currently working towards his private pilot's license. He took and passed the private pilot written exam this summer. He wants to fly commercially for the military someday and will pursue a college degree in aviation.

Austin Kiehl of Winnett, MT was selected for the 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. Austin started his schooling and flight training at Rocky Mountain College this year. This first semester he earned his private pilot's license and will be starting lessons for his instrument rating in the spring semester.

For more information on these outstanding scholarship recipients visit our website at <http://www.mdt.mt.gov/aviation/scholarships.shtml>.



Reminder for Aircraft Owners in Montana

The Montana Department of Transportation Aeronautics Division is responsible for the registration of aircraft operating in Montana. A Montana resident who owns or purchases an aircraft or an aircraft that is routinely in the state must be registered with the MDT Aeronautics Division within 30 days of acquisition and renewed by March 1 of each year. Additionally, aircraft that are brought into Montana to engage in commercial operations must be registered prior to commencing operations in the state. Aircraft exempt from Montana Law (67-3-201) are:

- ◆ Aircraft owned and operated by the federal government, the state or any political subdivision thereof.
- ◆ Aircraft owned and held by an aircraft dealer solely for the purpose of resale.
- ◆ Aircraft operated by an airline company for the primary purpose for carrying persons or property for hire in interstate or international transportation.
- ◆ Dismantled or otherwise nonflyable aircraft.

Invoices were mailed to registered aircraft owners on December 6, 2012 and again on February 4, 2013. Please note that these forms **must** be returned and postmarked no later than **March 1, 2013** to avoid the penalty of five times the fee plus the fee. Any questions please call Patty Kautz (406) 444-9580 or email pkautz@mt.gov.

