



Montana Department of Transportation

Aeronautics Division

Vol. 65, No. 2

February 2014

Come Celebrate 30 Years!

The conference will kick off on Thursday, February 27 with luncheon speaker Larry Chambers. Larry was born in Compton California in 1934. He served eight years in the Naval Air Reserve, and is a graduate of Cal State Long Beach. He worked for North American Aviation and then Rockwell International for thirty three years, and developed a great interest in WWII Aviation history. He got to meet many of the great men of that era and became a speaker about some of the events that they shared with him. He currently sells aviation art with his wife Owana. They have been married for 59 years, and have three children, five grandchildren, and three great grandchildren. They reside in Dillon, Montana.

Larry has presented at the conference for several years on different topics and he always draws a packed room. This year Larry's presentation will feature none other than aviation mogul Mike Ferguson. Larry said "It is hard to know where to start telling the story of this Montana native son. I would be hard pressed to find anyone in my circle of friends that has

done more for General Aviation than this man." Mike ran an FBO in Billings for fourteen years, flew Beechcraft Bonanzas all over the world, including Hawaii and Russia, and was the Administrator of the Montana Bureau of Aeronautics from 1972 through 2002. He currently lives in a hanger-home at Townsend airport with his wife Jeanie, also an accomplished pilot.

Also on Thursday, Kathryn Vernon, FAA Regional Administrator, will be there for an FAA briefing/open forum. The exhibit hall will officially open on Thursday at 5:00 p.m. with a GRAND opening planned as we celebrate 30 years!

On Friday the aircraft mechanics refresher & IA renewal begins along with more exciting concurrent sessions. A spouse guest tour of the Yellowstone Art Museum and Yellowstone Cellars and Winery is planned for Friday afternoon. The Yellowstone Art Museum exhibits, interprets, collects, and preserves art, with an emphasis on Montana and surrounding regions, for the enrichment, education, inspiration, and enjoyment of all. After the museum the group will visit Yellowstone Cellars and Winery. Yellowstone Cellars is a "bookend" boutique winery -- complete with a wine cellar, tasting room and an event area. Participants can enjoy samples of their releases and experience the art and science of premium wine making.

Friday afternoon a static display and the MPA/RPA hospitality and tours of the Billings tower will be held at the airport. That evening dinner/entertainment will be held at the Holiday Inn featuring live acoustic music of Chuck n' Al's Travelin' Potluck Show.

Saturday is filled with more exciting concurrent sessions, a luncheon held in the exhibit area and the closing banquet with speaker Mark Baker, President of Aircraft Owners & Pilots Association.

For a complete conference schedule visit our website at <http://www.mdt.mt.gov/aviation/>. Remember those that register by the deadline of February 21 are eligible for a special drawing that will be held at Thursday's luncheon, you do not have to be present to win. A registration form can be found online at <http://www.mdt.mt.gov/aviation/> and one is also included with this month's newsletter.

Rooms have been blocked at the Holiday Inn Grand Montana at a conference rate of \$83.00 plus tax. Rooms can be booked online with the group booking code MAC at <http://www.ihg.com/holidayinn/hotels/us/en/billings/bilwe/hoteldetail> or you can call 1-800-465-4329 and reference group booking code MAC. Reserve your room today; reservations must be made prior to February 12, 2014 in order to guarantee the group discount.

We hope that you can join us as we celebrate 30 years of the Montana Aviation Conference!



Thursday's kick-off lunch will feature speaker, Larry Chambers.

Administrator's Column

NASAO Loses President: The National Association of State Aviation Officials (NASAO) mourns the passing of the Association's President and Chief Executive Officer, Henry Ogrodzinski. Henry began his leadership with NASAO in 1996, representing state government aviation agencies, serving the public interest in all 50 states, including Guam and Puerto Rico. Henry was a passionate advocate for general aviation in the United States; he led NASAO with enthusiasm and sincerity. His leadership was respected by all on Capitol Hill. I had the privilege to work closely with Henry as Chairman of NASAO in 2012. Rest in peace.

Association of Montana Aerial Applicators: The AMAA held its annual meeting last month in Great Falls. A full agenda was on tap including the PAASS program, business updates and presentations by industry experts. Mike Campbell, President of AMAA conducted a thorough and informational annual business meeting. MDT Aeronautics was present to discuss and update the group on the met tower legislation that was enacted last year. Annual banquet attendees enjoyed keynote remarks from Ron de Yong, Director of the Montana Department of Agriculture.

Service Announcements: Bozeman Yellowstone International Airport recently announced summer non-stop service to Houston, TX and New York's LaGuardia Airports. United Airlines will offer flights on Saturdays and Sundays from June 28, 2014 through August 17, 2014 to George Bush Intercontinental Airport in Houston AND Delta Air Lines will offer Saturday service to New York-LaGuardia Airport from June 21, 2014 through September 27, 2014.

Budget deal made: Congressional leaders reached a budget agreement that could be good news for the FAA — and general aviation. The agreement reached between Sen. Patty Murray (D-Wash.) and Rep. Paul Ryan (R-Wis.), does not contain any user fees for general aviation. While the president's budget proposal is likely to once again recommend a \$100-per-flight user fee for general aviation, opposition to the idea remains strong in Congress. The deal also increases discretionary spending for the 2014 and 2015 fiscal years, which means painful sequestration cuts can be avoided so control towers, NextGen, and other big-ticket items should be more or less unaltered, at least for now. Stay tuned.

Third-Class Medical Update: Nearly two years has passed since AOPA and EAA submitted a joint petition to the FAA asking for changes to the third-class medical requirements. Administrator Michael Huerta has responded apologizing for the delay, saying it is important to ensure that such an unprecedented change will not result in adverse impact that could lead to degradation in safety. More than 16,000 comments in support of the petition were received.

Congress Responds: HR 3708, introduced by AOPA members Rep. Todd Rokita (R-Ind.) and Rep. Sam Graves (R-Mo.) would allow ALL pilots not flying for compensation under VFR to carry up to five passengers below 14,000 MSL in aircraft weighing less than 6,000 pounds. The bill also requires FAA to prepare and send a report to Congress outlining the impact of the bill's passage on general aviation safety within five years of the bill's enactment.



Montana and the Sky

Department of Transportation

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Mike Tooley, Director

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Calendar of Events

February 27 – March 1 – Montana Aviation Conference. Holiday Inn Grand, Billings. For further information contact Patty Kautz pkautz@mt.gov or (406) 444-9580.

February 27 – March 1 – Montana Aviation Teacher’s Workshop. Holiday Inn Grand, Billings. For further information contact David Hoerner at (406) 444-9568 or email dhoerner@mt.gov.

February 28 – March 1 – Mechanics IA Renewal. Holiday Inn Grand, Billings. For further information contact Mike Rogan at (406) 444-9590 or email mrogan@mt.gov.

June 14 - 10th Annual Fly In at Lewistown Airport; 7:00 a.m. to noon. MPA sourdough pancake breakfast. Antique, Warbird, Experimental and Sport Airplanes. Held in conjunction with Central Montana Flywheelers Exhibition. For further information contact Jerry Moline (406) 350-3264.

Attention All Parents!

We would like to invite all Montana students to participate in the 2014 Montana Aviation Awareness Art Contest! We feel it is important to educate students of all ages in the many career opportunities in the field of aviation and aerospace. This contest gives students the chance to really explore this country’s history surrounding aviation and how it has affected our economy today. By broadening their knowledge of this field, it is our hope that students will gain a new found interest in aviation/aerospace and it’s increasingly evolving career opportunities.

This contest is open to all students grades K-12 with an abundance of prizes available for 1st, 2nd, and 3rd place winners. In addition, 1st place winners and his/her parents will receive a flight to the capital where they will be presented a trophy by an Aeronautics Representative. Winners will be contacted by an MDT Aeronautics representative after the contest deadline. Arrangements can be made at that time for air travel to Helena. An article announcing the winners of the 2014 Aviation Awareness Art Contest will be published in the *Montana and the Sky* monthly newsletter, along with the winner’s local newspaper being contacted.

For further information on the contest contact Dave Hoerner at dhoerner@mt.gov or (406) 444-9568 or Stefani DeMars at sdemars@mt.gov or (406) 444-2506.

House Bill 0546 MET Towers

During the last legislative session a bill was passed requiring all meteorological evaluation towers (MET Towers). To comply with the law all existing towers and newly erected towers must be marked. Details of the requirements can be viewed on our Aeronautics website at the following address: <http://www.mdt.mt.gov/aviation/>. On the right side of the page you will see “MET Tower Information”. Pull this up and you will see the state map with the location of reported towers. You can also find a copy of House Bill 0546 and forms for installation and removal of towers. If you find towers in your area that have not complied contact us with coordinates and landowner information.

2014 Airport Directories

The 2014 Airport Directories were recently mailed out to the pilots that have registered. Some were inadvertently sent a directory that was not spiral bound. If you received your 2014 directory and it is not spiral bound and would prefer a spiral bound edition please email Stefani DeMars at sdemars@mt.gov or call (406) 444-2506.

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.

Airport Grants and Loans Awarded

By: Tim Conway, Airport Airways Bureau Chief

On January 22, the MDT Aeronautics Division along with the Montana Aeronautics Board awarded a little over \$875,000 in loans and grants to various Montana airports as part of its annual loan and grant program. The program, developed 20 years ago, has become a major contributor to Montana airports. At any given time, there is usually over a million dollars of Aeronautics Division funds obligated to various airport projects around the State. There was \$425,000 in grants and \$450,000 in loans available for disbursement this year for aviation projects around the State. Funding for this program is provided by a \$0.02 gallon tax on fuel sold to general aviation aircraft in Montana. Although most of the money given in grants and loans each year goes to leverage 90/10 Federal (FAA) match dollars for large airport construction projects, there is usually a significant percentage awarded for various smaller airport projects as well. Applications for the money are due into the Aeronautics Division around Thanksgiving each year, and the money is typically awarded in January of the following year. Although the money is awarded in January, the funds are not available until the beginning of the next fiscal year - July 1. The nine members of the Montana Aeronautics Board have sole responsibility for awarding loan and grant monies. This program is open to all public-use airport entities and the money can be used for nearly any airport or aviation related project. 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 \$8,000 each from the Pavement Preservation Program. Below are the awards for fiscal year 2015.

<u>AIRPORT</u>	<u>GRANT AMOUNT</u>	<u>LOAN AMOUNT</u>
Big Timber	\$ 2,730	\$ 0
Canyon Ferry	\$ 0	\$ 0
Cut Bank	\$ 76,051	\$ 260,780
Dillon	\$ 11,184	\$ 11,650
Eureka	\$ 12,713	\$ 0
Fort Benton	\$ 3,264	\$ 3,400
Glasgow #1	\$ 1,921	\$ 7,879
Glasgow #2 (withdrawn)	\$ 0	\$ 0
Glasgow #3	\$ 0	\$ 100,000
Glendive	\$ 13,440	\$ 14,000
Hamilton	\$ 6,144	\$ 0
Hardin	\$ 0	\$ 0
Harlem	\$ 12,600	\$ 0
Harlowton	\$ 4,800	\$ 0
Hot Springs	\$ 14,400	\$ 0
Jordan	\$ 5,760	\$ 6,000
Lewistown # 1	\$ 18,144	\$ 0
Lewistown # 2	\$ 3,600	\$ 0
Lewistown # 3	\$ 0	\$ 0
Libby	\$ 6,485	\$ 0
Lincoln	\$ 4,080	\$ 0
Livingston	\$ 9,240	\$ 9,625
Polson # 1	\$ 0	\$ 0
Polson # 2	\$ 0	\$ 0
Red Lodge	\$ 4,320	\$ 0
Sidney-Richland Co.	\$ 11,796	\$ 12,288
St. Ignatius	\$ 4,800	\$ 10,000
Stanford	\$ 5,280	\$ 5,500
Stevensville #1	\$ 7,992	\$ 0
Stevensville #2	\$ 5,952	\$ 0
Superior	\$ 0	\$ 0
Terry – Prairie Co.	\$ 8,640	\$ 9,000
Three Forks	\$ 22,889	\$ 0
Troy	\$ 38,400	\$ 0
Twin Bridges	\$ 100,656	\$ 0
Wolf Point	\$ 3,696	\$ 0
Yellowstone	\$ 4,800	\$ 0
TOTALS	\$ 425,777	\$ 450,122

Participants Train for Cold Weather Survival

By: David Hoerner, Bureau Chief, Safety & Education

Pilots train hard for a potential emergency landing, but what happens after they have landed the aircraft? Montana winters are far from forgiving. In the case of an emergency landing in mountainous terrain during the winter season, it is critical to have the knowledge to survive until rescuers can reach the scene.

Eighteen individuals learned and practiced their survival skills at the Surratt Memorial Winter Survival Clinic, with instruction from three acclaimed survival experts. These experts included Dave Hoerner (MDT Aeronautics Safety Education Bureau Chief), Rod Alne (Special Forces Survival Instructor and owner of the Peak Inc. in Butte, MT), and Adam Pope (Special Forces Survival Instructor). But the clinic wasn't just for pilots; it was for anyone who needed winter survival skills. This year, we held the clinic at Homestake Lodge in Butte, MT from January 10-12.

The first night was spent hearing instructional talks on emergency landings and emergency medical procedures. On Saturday, the participants learned techniques on winter survival. They were then able to put these new skills to the test and spent the second night in their own survival shelter.

Participating in the survival clinic allowed them to practice things such as starting a fire, building a shelter, and signaling for help. Accomplishing these tasks built confidence in how they would handle a real-life emergency winter situation. Shelter and fire are often first priorities because exposure to the harsh elements in extreme weather causes your body to lose heat faster than you can produce it.

A valuable piece of information for anyone involved in any winter survival situation is that low body temperatures can lead to hypothermia, which can leave you unable to think clearly or move well. Never leave your transportation - it is easier for rescuers to locate a vehicle or a plane than a single person who was wandered away from the site.

The clinic's main point is very clear: The only way to give yourself the best chance to survive in an emergency winter situation is to be prepared, with both knowledge and gear. Don't assume that it's going to happen to someone else and not you - it's the times when you least expect something to happen that you find yourself unprepared.



2014 Winter Survival Participants.



Students learned about smoke signals as part of their training.



Buying your First Airplane

By David Hoerner, Bureau Chief, Safety & Education

The years have gone by in a hurry and your logbook shows a couple hundred hours of flight time. The thought of owning your own airplane has been hidden away but recently the itch has grown to the point that it is time to start searching aviation magazines for the perfect flying machine.

When you have found an aircraft that might fit your needs it is time to slow down and make educated decisions on how to precede. The first thing is not to get your mind set on one certain aircraft until all the back ground information and inspections are completed.

If the person selling the aircraft replies, "the aircraft is probably sold but if you send money right away you can still have it" it's time to move on.

Never let anyone speed up your buying process. A small oversight at this stage can be a very expensive lesson.

One of the biggest concerns and first question that should be asked is "Is there damage history?" Older airplanes have damage history, this doesn't necessary rule out the aircraft. You would need to determine the type of damage and the repair process. Some repairs can make the airplane as good as new.

If the repairs and associated paperwork has been completed satisfactorily, this aircraft might still be the one for you. But damage history will forever travel with the history of the aircraft and will lower the value. This would be an item to mention when negotiating the asking price; it will be brought up when you decide to sell the aircraft.

Another question that needs to be asked, "Is there any corrosion?" If the answer is "just a little" or "yes but the aircraft has been sprayed to stop the corrosion" you do not want that aircraft.

Knowing the location of the aircraft since new can tell a lot about corrosion history. When looking for an aircraft I would look in areas where corrosion was less likely to exist. I spent most of my effort looking in the desert and Rocky Mountain regions.

Next ask, "How much time on the engine or Since Major Overhaul, (SMOH)?" Try to find an aircraft with fewer than five hundred hours SMOH. The idea is that you can fly the airplane for a few years and still have a low engine time, which adds value to the aircraft.

The major overhaul needs be completed by a FAA approved engine repair shop. Get information on what was replaced or not replaced during the overhaul. Some shops will not replace items if there still within specs. But cylinders, cam shaft and fuel systems needed to be new or at the very

least repaired to new condition.

Hopefully the propeller, prop governor, starter, alternator, muffler and exhaust tubing was repaired or replaced at the engine overhaul time. If not, these items could come up for repair or overhaul in the near future.

Replacing old radios can be almost as costly as the price of the aircraft. Try to find aircrafts with an updated radio package and if possible a newer style GPS.

If all the answers to these questions are satisfactory and you think this aircraft might be what you're looking for, then it is time to move to the next step.

Very seldom is the aircraft you're interested in close enough to drive to. Ask the person selling the aircraft to take thirty close-up digital pictures of every section of the aircraft. Get close ups of the interior, seats, panel, engine, exterior, a copy of the last annual, engine inspection and overhaul records.

The response you receive from this request will usually give an indication of the truth of verbal statements as to the condition of the aircraft. If the seller heehaws around over your request, something isn't right, it might be best to look for another aircraft.

In the past I have asked this picture question stressing the importance of many close-up shots. A week later I received one picture of the aircraft that was taken a hundred feet away with unreadable copies of the engine times and work completed during the annual. Without a second thought I continued the search for a different aircraft.

If the pictures and information meets your standards and you want to continue, it's time to search the area around the location of the airplane for an aircraft mechanic. I try to find one that has no association with the person selling the aircraft. You want the mechanic to take a quick look at the airplane, the maintenance performed over the years and he needs to scrutinize the log books.

It isn't time yet to do a pre-buy inspection, this first inspection is just a no bias look at the aircraft to get the mechanics first opinion and his recommendation. Be sure to agree on a price for this quick inspection. It usually takes a couple of hours and should cost between one or two hundred dollars.

If after this quick inspection you want to continue with a possible buy, moving forward is going to take good negotiations. You will want to get a pre-buy completed by your mechanic.

I've also learned the hard way that the aircraft should have a fresh annual

inspection with the purchase. The annual should find and correct any maintenance issue and give you a year before any mandatory maintenance is needed.

If the person selling the aircraft is not willing to get the annual completed there might be a chance he or she is scared of what the inspection might uncover and you could be buying someone else's headache.

This annual request is not negotiable, but if you think this is the aircraft for you, you might offer to pay for part of the inspection, but not any repairs. Don't pay for this until the annual is completed and the logs are signed off satisfactorily.

With the pre-buy completed and fresh annual signoff there is one more item to complete before sending a deposit and retrieving your aircraft. A title search needs to be completed to make sure there are no liens placed on the aircraft. Liens can come back to haunt you when you try to sale the aircraft in the future. The person selling the aircraft would need to make all the phone calls and leg work to get the aircraft free of liens.

Years back I was in the hunt to purchase a newer Cessna 206 and found one in Scottsdale. The price was so good I sent three thousand dollars with an agreement to pay the rest on delivery.

Two days later the shiny Cessna pulled up on my ramp and it exceeded my expectations. The aircraft looked almost new and for half the price, the low asking price should have been a flag. As I proudly inspected my new flying machine a Federal Marshall and a couple of local sheriffs surrounded the airplane.

After they read the pilot and me our rights they explained the plane was wanted for hauling drugs out of Mexico. It was soon established that neither I or the delivery pilot had any history with the aircraft. When the airplane came up on a new flight plan it was followed to my place of business and seized. The next day the airplane flew away along with my three thousand dollars.

Right before making the final agreement on buying an aircraft, it might be wise to call law enforcement and make sure the airplane doesn't have an enforcement action against it.

Buying an aircraft takes patience, diligence and a mental attitude to move on when things are right.

Aircraft prices are currently low, now is the time to buy a flying machine and enjoy the freedom of flight in your very own aircraft.



30th Annual Montana Aviation Conference

February 27-March 1, 2014 – Holiday Inn Grand Montana, Billings

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 21, 2014. After that date conference fees increase and participants must register at the conference site (see reverse for further information regarding on-site registration).

<u>PRE-REGISTRATION: BY FEBRUARY 21, 2014</u>		
Takeoff to Landing Package (includes registration & all meals)	_____ @ \$145/PERSON _____ @ \$280/PERSON/GUEST	\$ _____ \$ _____
-OR- Registration Fee (includes registration & <u>free</u> meals – see note below)	_____ @ \$85/PERSON (**SEE NOTE BELOW) _____ @ \$160/FAMILY (**SEE NOTE BELOW)	\$ _____ \$ _____
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	_____ @ \$35	\$ _____
-OR- Registration Fee (No Meals)	_____ @ 45/PERSON _____ @ 75/PERSON/GUEST	\$ _____ \$ _____

<u>GENERAL REGISTRATION: AFTER FEBRUARY 21, 2014</u>		
Takeoff to Landing Package (includes registration & all meals)	_____ @ \$155/PERSON _____ @ \$300/PERSON/GUEST	\$ _____ \$ _____
-OR- Registration Fee (includes registration & <u>free</u> meals – see note below)	_____ @ \$95/PERSON (**SEE NOTE BELOW) _____ @ \$180/FAMILY (**SEE NOTE BELOW)	\$ _____ \$ _____
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	_____ @ \$35	\$ _____
-OR- Registration Fee (No Meals)	_____ @ 55/PERSON _____ @ 95/PERSON/GUEST	\$ _____ \$ _____

****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; FAMILY REGISTRATION INCLUDES 2 FRIDAY DINNER AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$30.00 FRIDAY DINNER AND \$20.00 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 _____



Mechanics Seminar & IA Renewal Held in Conjunction with 2014 Conference

The MDT Aeronautics Division is pleased to announce the 2014 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation Conference in Billings at the Holiday Inn Grand.

The seminar will be held on Friday, February 28 from 8:00 a.m. to 7:00 p.m. through Saturday, March 1 from 7:00 a.m. to 5:30 p.m.. Registration for IA's starts at 7:00 a.m. on Friday, February 28 and 6:00 a.m. on Saturday, March 1. Please plan to be there early to register as an IA if you intend to use the training for renewal.

We will be offering a full eight hours of training on both Friday and Saturday. 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; Carol Leyner – Colorado Classic Aircraft; Ben Visser – Formerly with Shell Oil; Alan Jesmer – Precision Airmotive; Steve Vold – Aerotronics; Loren Lemen – LY-CON Rebuilding; Dick Johnson – Champion Aerospace; Michael Devenney – Bell Helicopters; Bryan Hanson – Helena FSDO; Patrick MacQuarrie, Helena FSDO Manager; Jeff Vercoe - FAAS Team Manager

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

