



2011 Marks 100th Anniversary

This year's conference in Helena is very special, as 2011 marks the 100th anniversary of an important milestone in national aviation history. September 30, 1911, a young aviator named Cromwell Dixon became the first person to successfully cross the Continental Divide in an aircraft.

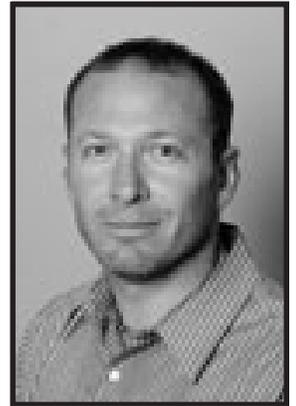
What better way to recognize that event than with Martin Kidston author of "Cromwell Dixon: A Boy and His Plane". On Thursday, March 3 at the kickoff luncheon Mr. Kidston will discuss Cromwell Dixon's life and the events leading up to his flight over the Continental Divide.

Born in Colorado, Kidston served six years in the Marine Corps, including a tour in Desert Shield and Desert Storm. He moved to Missoula in 1994 to attend the University of Montana, graduating in 1997 with a degree in English and a minor in philosophy. After graduating, Kidston first worked for the Silver State Post in Deer Lodge, followed by a year at the Havre Daily News. He spent the 11 years with Lee Newspapers in Montana, covering the Montana military, the northern U.S. border, the outdoors, and other general assignment duties. After the terrorist attacks of 2001, Kidston traveled widely covering Montana's military training and the state's role in Iraq and Afghanistan. He toured both the northern and southern U.S. borders for a series on security, and he traveled to Guatemala with the Helena Diocese to report on the Catholic mission in Santo Tomas. Kidston also worked as a communications director for the Montana Democratic Party. He now works for the Billings Gazette and lives in Cody, Wyoming. In addition to "Cromwell Dixon: A Boy and His Plane" Kidston has authored two other books, "From Poplar to Papua: Montana's 163rd Infantry Regiment in World and "History Detectives".

On the evening of March 4 participants will be treated to the musical talent of Bruce Anfinson. Bruce has traveled the world with his music and has entertained folks from all fifty states. Bruce performed at the *Volk Fest* in Berlin, Germany, represented Montana at an international music festival in Taiwan and Japan and performed his music on Friendship Force tours in Thailand and Costa Rica. His music has been featured on National Public Radio *All Things Considered* and he has performed on the American Public Radio program, *Mountain Stage*, broadcast nationwide from Charleston, West Virginia. Bruce has shared the stage with such musicians as Merle Haggard, Michael Martin Murphy, Tony Rice, Bill Stains, Doc Watson, David Grisman, Ramblin' Jack Elliot, Rob Quist, Jack Gladstone, Kostas, Big Sky Mudflaps, Mission Mountain Wood Band, Doug Kershaw, and Pure Prairie League, just to name a few. Bruce lives near Helena, Montana. He has built his own home and state-of-the-art recording studio, where he makes recordings and raises huckleberries, horses and children. Anfinson's four recordings, *Handmade Saddle*, *Huckleberry Hill*, *Home is Where Montana Is*, and *A Cowboy Christmas* attest to that. Anfinson often writes and performs songs about a universal subject: Food! He is known throughout the country for singing food tunes, such as *Fresh Bread*, *Huckleberry Hill*, and *Homegrown Tomatos*. His shows are filled with wonderful story telling and bad jokes, as well as his original and traditional songs. During the summer months, Bruce performs at his ranch near Helena, Montana — Last Chance Ranch, where he offers wagon rides and gourmet dinners at Montana's largest tipi. Bruce can be found during the winter months driving a team of Belgian draft horses and performing his music in a mountain cabin for a sleigh ride dinner at Lone Mountain Ranch in Big Sky, Montana, near Yellowstone Park. All in all, Bruce loves making music!

A conference schedule is posted on our website at www.mdt.mt.gov/aviation/, there is also a form to pre-register for those that want to assure their spots in the luncheons and banquet. Also those that pre-register are eligible for a special drawing to be held at Thursdays lunch, you do not need to be present to win. A registration form can be found on page 5 of the newsletter.

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



Martin Kidston



Bruce Anfinson

Administrator's Column

Reauthorization is On the Move: The Senate Finance Committee recently approved an FAA reauthorization bill that is primarily based on last year's legislation. The Finance Committee's bill will now become an amendment to the FAA reauthorization bill sent to the Senate floor by the Senate Commerce, Science and Transportation Committee. The House recently held hearings where it heard from leaders of aviation organization who were asked to examine their requirements and see where money can be cut in the FAA's budget that would not affect safety or efficiency. Rep. John Mica (R-Fla.), chairman of the full Transportation and Infrastructure Committee said the committee "is developing a lean, streamlined long-term bill that does more with less." His goal is to have a bill on the President's desk before the current short-term extension expires March 4. It appears that AIP will be reduced, an increase in PFC is unlikely and the attack on essential air service continues.

Senate Essential Air Service Caucus: Senator Max Baucus has created the Senate Essential Air Service Caucus, which he will co-chair with Senator Susan Collins (R-Maine). The bipartisan group will work to address the needs of communities that rely on EAS funding to ensure rural travelers access to air service and who would otherwise have to travel hours to the nearest airport. The Senate Essential Air Service Caucus will also work on substantive measures to improve the program and boost efficiency. Senator John McCain (R-Ariz.) has introduced an amendment to the Federal Aviation Administration Reauthorization bill to **eliminate** the Essential Air Service program which would cut service to about 150 communities. The Senate Essential Air Service Caucus is co-chaired by Sen. Baucus and Sen. Susan Collins (R-Maine); additional members include Sen. Olympia Snowe (R-Maine); Sen. Ben Nelson (D-Nebraska) and Sen. Lisa Murkowski (R-Alaska).

Clarification on commercial-pilot instrument requirements: The FAA has issued a formal response to AOPA's request for clarification on a letter of interpretation (LOI) that stated that hours used to obtain the instrument rating would not count toward the commercial certificate. The FAA confirmed that as long as the training is documented properly, the instrument training received in pursuit of an instrument rating may be counted toward the commercial certificate. It is important that the instrument pilot applicant and flight instructor be sure that instrument training is logged to indicate that the training given meets the requirements of 14 CFR 61.65 as well as those of 14 CFR 61.129. That would avoid questions about the training's applicability.

Aviation Committee Submits Recommendations: U.S. Transportation Secretary Ray LaHood received recommendations from an advisory committee on challenges faced by the aviation industry. Recommendations include: requiring the federal government to assist in funding NextGen equipage on aircraft; ensure greater transparency for consumers in airline pricing; expand the sources of safety data available to the FAA; and ensure that global airline alliances enhance the viability and competitiveness of the U.S. aviation industry. The 19 member "stakeholders" committee presented 23 specific recommendations to Secretary LaHood on how to ensure the strength, competitiveness and safety of aviation. The committee focused principally on five issue areas: ensuring aviation safety, ensuring a world-class aviation workforce, balancing the industry's competitiveness and viability, securing stable funding for aviation systems, and addressing environmental challenges and solutions. The Department of Transportation will review the recommendations and develop a plan for implementation. The committee's final report, its charter, meeting minutes and related documents may be obtained on the Internet at www.regulations.gov, docket DOT-OST-2010-0074 or on the FAAC website at www.dot.gov/faac.



Montana and the Sky
Department of Transportation

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Jim Lynch, Director

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Calendar of Events

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

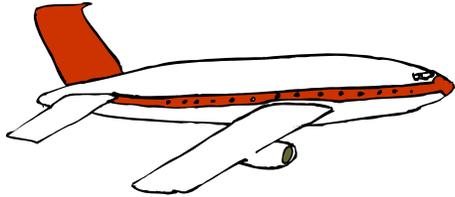
March 18 - Rocky Mountain College Aviation Program Open House, in Billings. Learn about getting your 4-year degree as a professional pilot or in Aviation Management. Contact Dan Hargrove at (406) 657-1060.

June 11 – 7th Annual Lewistown Airport Fly In and Pancake Breakfast. Enjoy Warbirds, Experimentals, Young Eagle Rides. For further information contact Jerry Moline (406) 350-3264.

July 24 – Good Ole’ Days Huckleberry Pancake breakfast and Young Eagle EAA Fly In, St. Ignatius Airport - 8:00 a.m. to 12:00 p.m. For further information call Mike Kuefler at (406) 544-2274.

August 4-6 - Montana Antique Airplane Association’s Annual Fly In at Three Forks, MT dates. Flour Bombing & Spot Landing. Free camping on the Airport. For further information call Ken Flikkema at (406) 580-6207; Bob Green at (406) 539-7830 or Tim Linn at (406) 451-5897

August 14 - Hysham Airport Fly In Pancake Breakfast.



Administrator’s Column, continued

Cleared as Filed: You’ve received the cleared as filed clearance but no Departure Procedure (DP) is assigned. How do you determine the best way to safely depart the airport and join the enroute structure. The safest way in IMC is to fly the appropriate published Departure Procedure. If there is more than one published fly the one most appropriate to your route of flight. You may also elect to “climb on course” but only if determining adequate terrain and obstruction clearance can be maintained until reaching the minimum IFR or enroute altitude. If weather conditions permit a “VFR climb” you still must follow the ground track assigned, this is not permission to deviate from the cleared route.

Heiland Receives Private License



Heidi Heiland of Hamilton Montana, the young lady we reported on in our November, 2009 newsletter for soloing five planes on her 16th birthday received her private license on October 21, 2010, the day after her 17th birthday. Congratulations to Heidi – she’s a perfect example of someone who is living their dream!

Attention Spot Tracker Owners

Being rescued in an emergency can be imperative to survival. Owning a Spot Tracker might be the least expensive means to being rescued. There are a few things that the owner of the Spot must do to help in a rescue.

1. Let a responsible person know that you are out flying, your destination and your ETA and to call authorities immediately if you don’t return.
2. Set your tracker to the track mode. In this mode it will send out a signal every few minutes and leave a crumb trail of you flight path.

We at MDT Aeronautics are offering to help. If you choose, send us your user name and password for your Spot Tracker. This information will be kept in a data base with your individual information. Explain to your contact person how the Spot Tracker works and action they would take if you don’t return from your flight. Your contact person should be someone you trust will take action.

Let them know that if you don’t return at the designated time, they should call MDT Aeronautics at (406) 444-2506, or the Highway Patrol Dispatch at (406) 841-7022 and request the MDT Aeronautics duty officer or the local Sheriff’s Department. We will look up your track and get a rescue started immediately.

David J Hoerner
Chief pilot

Participants Survive the Cold!

By: David Hoerner, MDT Aeronautics

All participants have survived another Surratt Memorial Winter Survival Clinic. The temperature hovered around 34 degrees with rain, wind and six inches of wet snow on the ground. This type weather made for a wet and miserable realistic survival condition.

Skip and Trent Stoffel presented the survival course. They are experts in winter survival techniques and offered help in the basis needed to help surviving unexpected Emergencies.

An engine failure can happen to you. Being prepared is mandatory to surviving. The following steps were covered in depth;

1. Mental preparedness-If you think you can survive, you can. But, if you don't think you can survive, you probably won't.
2. Shelter-What type of shelter is best for the conditions.
3. How to start fires and stay warm.
4. Best type clothing and how to wear them.
5. How to signal for help.
6. Emergency medical techniques.
7. Water and how to purify it.
8. The right tools to have along to help in survival.

Everyone was given basic shelter building techniques and then sent out into the wooded area southeast of the Lincoln airport. With the temperatures near freezing, staying dry was paramount. Finding a protected area, out of the wind, was mandatory to surviving and have a semi comfortable night.

The survival huts ranged from just a blue tarp draped over a bent over sapling to a two room semi condo hut that had standing room in the front for changing attire.

Eric Iversen won the top prize for most protected and functional survival hut. He had found a fallen pine tree that was level with and about four feet above ground level. He draped a tarp over the tree and then attached the edges firmly to the ground with wood and snow.

The front of the hut faced down wind and had enough tarp to create a protective roof and room to sit under cover and within a few feet of his small survival fire. Eric spent a dry, wind free night. Good Job Eric.

Kurt and Norma Kosek built their survival hut with comfort in mind. They attached tarps to two trees about four feet off the ground and then spread the tarps back to the ground. The interior was spacious and comfortable and the hut had a forward changing room. They spent hours building the hut and were rewarded with a warm, dry night in the winter woods. Good job Kurt and Norma.

Our goal at MDT Aeronautics is to provide the information and knowledge to help survive an aircraft emergency. Actual lifelike experiences bring clarity to what can happen and hopefully helps pilots be better prepared for an actual emergency.

This survival program is put on for Montana Pilots. It is a great learning tool that is sponsored by MDT Aeronautics and the Surratt family for our brotherhood of pilots. Get involved and use this program.

The clinic is held annually in January. For further information contact David Hoerner at (406) 444-9568 or email dhoerner@mt.gov.



Eric Iversen won the top prize for most protected and functional survival hut.



Kurt and Norma Kosek built their survival hut with comfort in mind.



Steve Cahoon made a cozy shelter that kept him warm and comfortable.

27th Annual Montana Aviation Conference
March 3-5, 2011 – Red Lion Colonial Hotel, Helena
 (406) 443-2100 or 1-800-733-5466

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 _____

Airport Grants and Loans Awarded

By: Jim Greil – Airports / Airways Bureau Chief

On January 20, the MDT Aeronautics Division along with the Montana Aeronautics Board gave away nearly \$700,000 in loans and grants to various Montana airports as part of its annual loan and grant program. The program, developed 18 years ago and 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 nearly \$400,000 in grants and appx. \$250,000 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 95/5 federal (FAA) match dollars for large airport construction projects, there is usually a significant percentage awarded to various smaller airport projects as well. Applications for the money are due into the Aeronautics Division around Thanksgiving each year, and the money is awarded usually in January or February of the following year. The nine member Montana Aeronautics Board has sole responsibility for the awarding of loan and grant monies. This program is open to all public use 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. Here are the awards for fiscal year 2012.

<u>AIRPORT</u>	<u>GRANT AMOUNT</u>	<u>LOAN AMOUNT</u>
Anaconda	\$23,684	\$0
Baker	\$47,368	\$0
Bridger	\$12,000	\$0
Broadus	\$9,700	\$9,700
Chinook 1	\$13,000	\$0
Chinook 2	\$4,825	\$0
Circle	\$8,925	\$0
Cut Bank	\$3,500	\$0
Dillon	\$11,250	\$11,250
Ekalaka	\$2,125	\$2,125
Glasgow	\$77,274	\$110,000
Hamilton	\$9,000	\$0
Hardin	\$8,750	\$0
Libby 2	\$7,895	\$0
Livingston	\$77,500	\$77,500
Malta	\$8,600	\$8,600
Miles City	\$5,800	\$0
Philipsburg	\$5,000	\$0
Plains	\$5,750	\$0
Roundup	\$6,750	\$6,750
Saint Ignatius 1	\$10,000	\$0
Saint Ignatius 2	\$3,700	\$0
Scobey 1&2	\$8,000	\$8,000
Scobey 3	\$4,926	\$0
Shelby	\$4,400	\$4,400
Superior	\$8,750	\$8,750
Three Forks	\$6,278	\$2,874
Twin Bridges	<u>\$5,250</u>	<u>\$0</u>
TOTALS	\$400,000	\$249,949

Large Commercial Service Airport Pavement Preservation Program

Billings, Bozeman, Butte, Great Falls, Helena, Kalispell and Missoula all received a \$8,500 grant from the Pavement Preservation Program for a total of \$59,500 disbursed from the Pavement Preservation fund.

Hoerners Corner

While flying, always be prepared for the unexpected. Just when you think the flight is going perfect, things can go from good to really bad in seconds. You might have made some precautions and kind of planned for an emergency, but remember that you are flying a machine and machines do break down. It doesn't always happen just to the other guy.

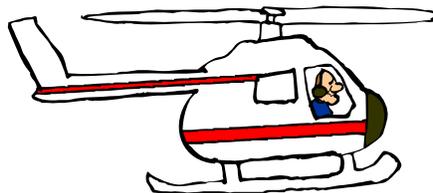
What does being prepared mean to you?

1. A good preflight is a must, with plenty of fuel and the right amount of oil.
2. If your flight is into the back country, how long has it been since the sparkplugs have been cleaned? One bad plug can leave you stranded. Has a mechanic looked at your plane recently?
3. Have you filed a Flight plan or left someone with a detailed description of where, when and how you are planning to fly to your destination?
4. Do you have emergency gear with you? It should include, warm clothing, a tarp or small tent, or survival sack to crawl into. Do you have fire starter and food?
5. Are you prepared for a medical emergency? Do you have a medical survival kit along?
6. Do you have an ELT; remember they are not monitored from satellites anymore. So don't bet your life that someone would hear them. Do you have a 406 emergency receiver? If not get one! Do you have a handheld radio to call to a passing airplane for help? A sat phone might solve a lot of problems.
7. Do you have a Spot Tracker along and if so is it on tracking mode and did you tell someone to call for help if you don't return.

Take a few minutes and think about being in a wrecked airplane. Your leg is broken and your passenger can't move from injuries. Now, what would you want along for survival gear? In this situation getting rescued is imperative. What should you have done before you departed your home runway? Yours and your passenger's life depend on you being prepared.

Remember it is your responsibility to be prepared for the unexpected. Your passengers are betting their lives that you are competent and professional enough to keep them out of harm's way.

David J Hoerner
Chief Pilot



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 \$85.00. 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 \$35.00 day pass may be obtained. A registration form is available on our website at www.mdt.mt.gov/aviation/. 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 Garry; Timken-Scott Ickes; Helena FSDO.

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



2010 Sets all-time passenger boarding record at Gallatin Field

Gallatin Field Airport recorded its busiest year ever with 365,210 passengers boarding airline flights in 2010. This represents a 6.6% increase over 2009 and nearly 14,000 passengers more than the previous record set in 2008.

The Air Traffic Control Tower at Gallatin Field handled 72,447 aircraft operations during the year, up 5.1% over 2009 aircraft operations. General aviation accounts for 75% of Gallatin Field's aircraft operations. Scheduled passenger and cargo airline service accounts for approximately 18% and corporate jet operations account for the remaining 7% of all Gallatin Field aircraft operations.

This coming summer, the Gallatin Airport Authority will open a \$40 million dollar "state of the art" terminal expansion that will more than double the terminal's size, add three new gates, improve the passenger and baggage screening experience, add a third baggage claim carousel and increase food, beverage and retail concessions inside the terminal. It is estimated that this project employs between 110 and 175 construction personnel for the duration of the two year project. The project is fully funded without any local tax payer support.

Additionally, the Gallatin Airport Authority completed work in June 2010 on a \$3.5 million dollar Consolidated Rental Car Service Facility. New airline service additions during the past year included daily summer and winter non-stop service to San Francisco on United Airlines and twice weekly year-round service to Phoenix-Mesa on Allegiant Air.

Passenger boardings by airline brand in 2010 were:

- Delta Air Lines – 155,924
- United Airlines – 119,649
- Horizon Air – 37,070
- Frontier Airlines – 35,847
- Allegiant Air – 15,708
- Chartered Airline Flights – 1,012

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