



Plan to Attend the 30th Annual Conference

The first Montana Aviation Conference was held in March, 1985 in Great Falls, this year we will be celebrating 30 years in Billings at the Holiday Inn Grand, February 27 – March 1, 2014. Time really does fly when you're having fun!

The first conference drew a registration of about 325 and ran from Thursday afternoon through Saturday. Since that time, registration at the Conference has continued to grow and now draws between 500 - 600 participants. It is held each year at the end of February or early March, a time that seemed to be best for AG operator recertification and for renewal of mechanics inspection licenses. Montana also coordinates scheduling of its conference with Washington and North Dakota as those states attract many of the same exhibitors.

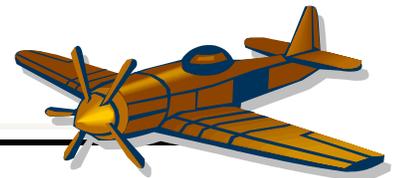
The Billings Committee is in the early planning stages of the conference and intend to make the 30th annual conference an event to remember.

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.

A registration form can be found online at <http://www.mdt.mt.gov/aviation/> and one is also included with this month's newsletter.



The first conference attracted a total of thirty-eight booths, pretty impressive! In 2014 we will have two booths that have stuck with us since 1985, Aerotronics Inc. out of Billings and Omaha Airplane Supply out of Waseca, Minnesota. Thanks Steve and Rich for your continued loyalty.



For 2014 the MDT Aeronautics Division will be offering on-line registration for pilots and aircraft. This service will allow customers to complete a pilot and/or aircraft registration and submit the necessary payment with an electronic check or credit/debit card. Customers will be able to complete a new registration as well as renew an existing registration. Items available for purchase with your pilot registration will also be accessible through this process. A **convenience fee** will be added to the regular registration fees for those that register on-line. The on-line registration page can be accessed at www.app.mt.gov/pilotaircraftregistration. In addition to the on-line process customers will still have the option of paying by check and sending registrations via the US Postal Service if preferred. If you have any questions please call (406) 444-2506.

Administrator's Column

Happy Birthday Neptune: An open house was held last month at Neptune Aviation's base at the Missoula International Airport. Participants were treated to a rare behind-the-scenes look at the company that not only protects us from wildfire, but provides dozens of jobs. Neptune started in the early 1980s when a local group of business owners purchased New Mexico-based Black Hills Aviation. That gave the company its first of the venerable P2V air tankers and other gear, which was then moved to Missoula, in addition to keeping the base in Alamogordo. Neptune started as an air tanker company and has remained one since that time. With over 100 employees living in the area, the partnership with Missoula provides not only a significant economic impact, but plays an important safety role when wildfire hits in Western Montana. The 20th anniversary celebration included airplanes available for walk-through including the company's sleek new "next gen" jets; airplanes flying and conducting water drops; food and beverages. Congratulations Neptune and thanks for the job that you do.

Boise TRACON opens: Experiencing a delay due to the federal government shutdown, the Boise FAA Air Traffic Control Tower completed full transition last month. Big Sky Approach began handling Arrivals and Departures at BZN at 6:00 a.m. on October 22nd. Hours of operations are from 6:00 a.m. until midnight. The Big Sky Approach facility is located in Boise and handles arrivals and departures for both Bozeman and Boise.

Flight Competition Cancelled: A regional flight competition hosted by the Intercollegiate Flight Team at Rocky Mountain College was cancelled last month due to the federal government shutdown. Rocky students were to compete against students from six other colleges for six days in nine events involving both flying skills and in aviation knowledge. The top two teams advance to the national competition hosted by Ohio State University in May. The U.S. Air Force Academy, one of the larger flight teams, with about one-fourth of the total field of competitors, couldn't attend due to travel restrictions and the non-critical status of the mission. Out of fairness and reverence for the U.S. Air Force Team the competition was cancelled and is expected to be rescheduled for February in Prescott, AZ. It is hoped that Rocky Mountain College will play host to next fall's regional competition at the Billings Airport.

Unusual Fundraiser: The Recreational Aviation Foundation (RAF) could have been given an award for the most unique fundraiser at the recent AOPA Aviation Summit. For \$50, Summit attendees could buy a button-down shirt with the organization's initials embroidered on it. The shirts were all bought from a local Goodwill store for no more than \$3.99 each, according to RAF official Tricia McKenna who came up with the idea. She purchased 64 shirts and took them to a local laundry for cleaning and folding. A local embroiderer finished off the shirts with the RAF logo and initials. The money will be used for the organization's "Gittin' It Done" campaign and used for projects including an inventory of airstrips in the national forest; expansion of the science and environmental committee; opening airstrips plus more.

Electronic Devices Allowed: The FAA will allow airlines to expand passengers' use of portable electronic devices during all phases of flight but cell phone calls will still be prohibited. Airlines are being provided guidance on the new policy and will vary among airlines due to differences among fleets and operations. Many carriers are expected to show that their planes allow passengers to safely use their devices in airplane mode, gate-to-gate. Eventually you will be able to read e-books, play games and watch videos during all phases of flight. Devices must be held or put in the seat-back pocket during the actual takeoff and landing. Cell phones should be in airplane mode or with cellular service disabled - no signal bars displayed -- and cannot be used for voice communications due to FCC regulations that prohibit any airborne calls using cell phones. If an air carrier provides Wi-Fi service during flight, passengers may use it. Short-range Bluetooth accessories, like wireless keyboards, can also be used.



Montana and the Sky

Department of Transportation

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Mike Tooley, Director

Official monthly publication of the

Aeronautics Division

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Calendar of Events

January 10-12, 2014 – Winter Survival Clinic. Homestake Lodge, Butte. For further information contact Dave Hoerner at (406) 444-9568 or dhoerner@mt.gov.

January 27-28, 2014 – AMAA Convention, Heritage Inn, Great Falls. For further information contact Colleen Campbell at (406) 781-6461 or eccampbell@yahoo.com.

February 7-8, 2014 – Flight Instructor Refresher Clinic, Red Lion Colonial Hotel, Helena. For further information contact Dave Hoerner at (406) 444-9568 or dhoerner@mt.gov.

February 27 – March 1, 2014 – Montana Aviation Conference. Holiday Inn Grand, Billings. For further information contact Patty Kautz pkautz@mt.gov or (406) 444-9580.

Aviation Related Job Openings in Glasgow and Helena

Manager of Glasgow International Airport/Wokal Field in Glasgow, Montana

The Valley County Airport Commission is seeking an individual with strong leadership and organizational skills to serve as manager of Glasgow International Airport/Wokal Field in Glasgow, Montana. This position requires knowledge in public administration, airport management, aeronautics or civil engineering or related field coupled with extensive experience with aviation or airport activities related to operations, maintenance and administrative supervision. Preference will be given to candidates who have prior aeronautic experience.

In addition, the Valley County Airport Commission is also seeking support personnel to work under the supervision of the airport manager. Prior experience in aviation, airport activities, operations, maintenance is preferred but not required.

Applications and complete job descriptions may be obtained by contacting the Valley County Airport Commission at vcboards@valleycountymt.net; 501 Court Square, #14, Glasgow, Montana 59230; (406) 228-6214. Deadline for applications is Monday, December 2, 2013, 5:00 PM.

Instructor at Helena College University of Montana

Helena College University of Montana is searching for instructors to teach the following: AVMT 170. This position is temporary, part time positions for the Spring semester beginning January 13, 2014. Compensation is \$600 per credit. Please go to their website to review the full vacancy announcement www.umhelena.edu and click employment.

Duties and responsibilities include, but are not limited to, the following:

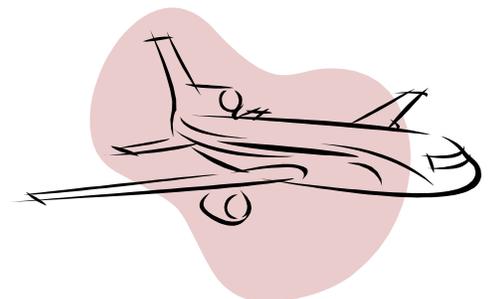
- Maintaining compliance with FAR Part 147 Course Standards
- Remaining current in the area of expertise and updating course content when appropriate to reflect the current levels of knowledge in the discipline.
- Developing a system for ongoing evaluation of both teaching and learning, including course competency expectations and student outcome measures.
- Maintaining an appropriate schedule to allow for student access and inquiry.
- Working in partnership with student services personnel on student advising, orientation, recruitment, and marketing.

Required:

Airframe and Powerplant Mechanic License.
Three years of aviation maintenance technician experience.

Preferred:

Inspection Authorization and/or Designated Mechanic Examiner Authorization.
Three years teaching experience in aviation maintenance.



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 2014 Montana Aviation Conference in Billings. 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 2014 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 6, 2014.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established this scholarship of \$250 in 1997 and in 2010 two more anonymous donors contributed an additional \$250 each creating a \$750 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 \$500 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.

EAA Missoula Chapter 517 Scholarship - EAA Chapter 517 in Missoula has established a \$1,000 scholarship. This \$1,000 Aviation Career Scholarship will be available to a Montana resident to pursue one of the following: Post-solo flight training; a second year of A&P training; other aviation career training.

Edwards Jet Center Scholarship – Edwards Jet Center a full-service fixed based operator and Part 135 charter operator based at Logan International Airport in Billings is offering a \$500 scholarship to help defray the costs of flight instruction.

Montana Antique Aircraft Association (MAAA) Scholarships – MAAA is offering a \$1,000 scholarship to help defray the costs of flight instruction.

Montana Pilots Association Air Safety and Education Foundation (MPA ASEF) Flight Training Scholarship – This \$1000 scholarship is open to an active pilot who has considerable interest in aviation and is seeking advanced flight training or a pursuing a profession in aviation. Applicant must be a Montana resident.

Montana Pilots Association (MPA) Junior Pilot Scholarship – The recipient of this \$1000 scholarship is chosen for outstanding interest in aviation, citizenship in their community and demonstrated academic achievement. The recipient must be a Montana resident and previously soloed. Preference is given to younger applicants who are new pilots or pursuing a profession in aviation.

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.

Theresa (Nistler) Colley Scholarship – Mountain AirDance Flight Training (Jeanne MacPherson and Bill Gallea) and Vetter Aviation (Brent and Rosie Vetter) offer this \$1000 scholarship 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 will be awarded to a student pilot who is working on getting their private pilot rating.

At Home in the Big Sky

By David J. Hoerner, Bureau Chief

Phil Petrik heard the radio crackle; there was a pilot in trouble on top of the overcast over the Williston Airport. The pilot had reported he would fly to another airport. Later in the day Phil heard the same pilot again, this time he was back over the Williston airport with the same problem, stuck on top of the overcast.

Phil got into his own airplane and flew to the distressed pilot. The other pilot told Phil he had about 30 minutes of fuel left when he led the other airplane down through the clouds to a safe landing.

Phil Petrik has had a passion for airplanes and flying for as long as he can remember. He started working at the Sidney Airport when he was only twelve and has never left. In 1971, Phil started Richland Aviation and was the owner for over 40 years.

In addition to the fixed base operation at Sidney, Richland Aviation now operates a fleet of Cessna twin engine aircraft for passenger and cargo service and conducts up to 20 flights each day in eastern Montana and northern Wyoming. Besides owning Richland Aviation, Phil was also an FAA designated examiner for many years. He tested competency for over 5,000 private to airline pilots seeking ratings in land and sea, single and multi-engine, fixed wing aircraft.

Although semiretired today, Phil still can't get away from flying. In addition to flying "just for fun", he continues to operate his Warbirds, performing at an occasional airshow and practicing formation flying. He also continues crop dusting with his Turbine Ag Cat biplane and can't wait to fly his P51 Mustang – Cloud Dancer.

Now, after nearly 40 years in the aviation business and over 30,000 hours in the cockpit, safety is still always Phil's first concern, and he is still most at home in the sky.

Phil has been an intricate part of aviation for many years. His willingness to help others and to give to the flying community is beyond compare. Please join me and the Aeronautics staff in offering congratulations to a great aviation career!



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 of the Year Nominations Requested

The MDT Aeronautics Division is soliciting nominations for our annual "Airport of the Year" award. To nominate an airport, send some brief background information of why you think your favorite airport is deserving of the airport of the year. Nominations will be accepted by any individual or entity and will be accepted through the end of the year. MDT Aeronautics will

collect the nominations and the winner will be selected and notified in January. Public recognition along with the formal award will be presented to representatives of the winning airport during the Montana Aviation Conference awards luncheon in Billings on March 1. Nominations can be sent to any of the following: MAIL: MDT Aeronautics Division, Attn: Tim Conway, PO Box 200507, Helena, MT 59620-0507; EMAIL: tconway@mt.gov; FAX: (406) 444-2519.

In Memory

Joseph (Joe) Aloysius Guthrie, Jr., Colonel, USAF (Ret)

AKA “Big Daddy” by his troops and fellow pilots

Originally appeared in the October 12, 2013 Missoulian



Joe made his last flight Saturday September 28, 2013. He died peacefully in his home in the Nine Mile Valley near Missoula, Montana. He was known by friend and foe as a man of honor, a man who made the tough calls, a gruff man with a sense of humor and an iron-clad sense of duty and he was a great storyteller.

Joe was born March 24, 1926 in Pittsburgh, Pa to Joseph Aloysius Guthrie and Margaret Hommel Guthrie. In 1940 his family moved to Cincinnati, Ohio where he attended Elder High School. He was an honor student all four years and earned letters in football, basketball and track. After graduation in 1944, he received an appointment to West Point. The appointment was for the 1945 class. In the meantime he accepted a football scholarship to Indiana University. (While at West Point he played football on the Plebe and “B” squad teams with daily scrimmages against the great Blanchard-Davis teams of that era.)

Joe graduated from West Point in 1949 and was commissioned in the Infantry which was not his Service of choice. He wanted to be in the newly formed (1947) Air Force. A week after graduation Joe wrote a request for transfer and walked it through the Pentagon. The request was turned down. Joe’s classmate Doug Bush also suffered the same fate. Bush, who was a veteran of WWII and knew how to get things done, talked his way in to General Omar Bradley’s quarters one evening and convinced the General to transfer him, Joe and four others to the Air Force.

Thus began Joe’s 28 year career in the Air Force. He flew as a Forward Air Controller during the Korean War and piloted classified reconnaissance missions during the Cold War. During the Vietnam War he was assigned to Udorn Air Base in Thailand as squadron commander of the 602nd Fighter Squadron flying A-1Es for close air support, forward air control and escort for Jolly Green rescue helicopters. Following his tour in Vietnam he was assigned as Chief of Test for the C5A Transport Aircraft. From 1972-1975 Joe was Commandant of the Air Force Test Pilot School at Edwards Air Force Base. Then he was assigned as the Air Force Flight Test Center’s Deputy Commander for Operations (Test Wing Commander) until his retirement in 1977.

He continued his career as a test pilot and director of flight operations for the next fourteen years, first for American Jet Industries (now Gulfstream American) and Tracor Flight Systems.

In 1991 he moved to Montana. He continued to work part time for Flight Systems in the 90’s and flew light planes locally. He enjoyed taking his neighbors flying and especially giving young folks their first ride in a light plane.

Joe was a Fellow and past president of the Society of Experimental Test Pilots, a member of the Montana Pilots Association, the Helena Hangar of Quiet Birdmen and other military and aviation organizations.

Joe is survived by his wife Carol (Red), his son Michael Guthrie and daughter Karen Guthrie, his stepsons F.M. Wade and Clifton Wade and grandchildren Tyler Guthrie, Erin Guthrie, Stephan Scaff, Jessica Sisson, Zachari Sisson and Eric Esquivel. He was preceded in death by his first wife Mary Ann McKenna Guthrie, his daughter Kimberly Ann Werner and stepdaughter Linda Colleen Sisson.

Hugh “Bud” Robert Kelleher

Originally appeared in the November 3, 2013 Helena Independent Record



Hugh “Bud” Robert Kelleher, 86, passed away Tuesday, Oct. 29, 2013, in St. Peter’s Hospital in Helena. He was born on Sept. 19, 1927, in Helena to Cornelius Francis Kelleher and Marie Margaret Duffy Kelleher.

After attending an aviation college in Norman, Okla., he began a more than 40-year career as the airport manager in Helena, and was a president for the American Association of Airport Executives. Surpassing his dedication to this field was his devotion to his wife and to his family.

He enjoyed traveling with his wife, spending summers in Helena and winters in Indio, Calif. Golfing, reading and emailing his friends are only a few of his hobbies. He loved spending time with his children, grandchild and great-grandchildren, often taking them on fishing and boating excursions. Rooted in his faith, he was a long-standing parishioner of the Cathedral of St. Helena, a fourth degree Knight of Columbus and a lifetime member of the Elks as well.

Left to honor Bud and remember his love are his wife of 65 years, Eileen Frances Smole Kelleher; his three children, Carol Kelleher, Debbie (Jim) Munzenrider and David (Nicole) Kelleher; his five grandchildren, Tifny (Aaron) Mathena, Tasa and Chloe Munzenrider and Patrick and Connor Kelleher; his two great-grandchildren, Max and Stella Mathena; his brother, Patrick (Carol) Kelleher; and many nieces and nephews. Bud was preceded in death by his parents, Cornelius and Marie Kelleher; his brothers, Jack and Vince Kelleher; and sisters, Margaret Olson and Ada Thuet. A loving and generous soul, Bud will be dearly missed by his family and friends.

Emergency on Takeoff

By David J. Hoerner, Bureau Chief

The most dangerous time to have a power plant failure in an airplane or helicopter would be the first few seconds after liftoff. The engines are producing close to maximum power as the aircrafts overcome drag and gravity to climb to a safe altitude.

Or at least an altitude that gives the pilot an option as to where an emergency landing could be attempted. The airspeed is still at climb speed in an airplane which isn't usually too far away from stall speed.

The helicopter would be climbing close to the best auto-rotation speed. But if the altitude is low (under a hundred feet), the ship would be back on the ground in a matter of seconds if the engine shut down.

In either machine, even if the pilot performed or reacted immediately to the first sign of a problem the emergency landing would be mostly straight forward and there wouldn't be a lot of time before touchdown.

In an airplane a pilot would check the fuel, (fullest tank), mags, controls, instruments set, seatbelts, trim, and doors locked. The airplane is ready and the pattern is empty. It's time to go or is it; we're missing one last item. Now is the time to play the what if game.

What if it failed after liftoff with ten foot of elevation? Power back to the stops, land straight ahead on the mains and then brake hard to get stopped before the runway ends. If the airplane can't stop before the end, full back pressure, fuel off, heavy breaking, doors open (don't want to get trapped inside) and hang on for the ride.

What if it failed at 100 feet? A pilot should have an idea of the location of fields, roadways or any clear area just off the end of the runway and out a couple of miles. Maybe off to the right is an open area. Thinking about that spot before starting the departure might keep that spot close in mind and you're ready if need be. But remember, at the low elevation turning left or right might be more dangerous than just going straight forward. The airplane's speed is already low, so you might turn just a few degrees to miss a house or tree, but a sharp turn at low speed could induce a stall spin scenario.

The airplane is at 100 feet elevation over the end of the runway and the engine shuts down. At this point thinking about where you might attempt an emergency landing may be impossible with the shock of the emergency, adrenalin rush and closeness to the ground.

In the pre takeoff what if the pilot remembered an alfalfas field a quarter mile off and 10 degrees right of centerline? That was where he would attempt an emergency landing if need be.

In a helicopter the best auto speed is the speed that will give the best chance to successfully complete an auto rotation. Too slow and the helicopter descends too steep without excessive energy to complete the flare and touchdown softly.

Airspeed is energy, the more energy the more options to locate a landing zone and complete the touch down successfully. A helicopter pilot should be proficient at an engine failure at lower elevations on departure.

The procedure in a helicopter is the opposite of the procedure in an airplane. At the first sign of a power problem in an airplane the reaction is to lower the nose over to keep air flowing over and under the wings.

In a helicopter a pilot would lower the collective (to freewheel the main rotor) and raise the nose to load the blades and create more RPMs. Lowering the nose would unload the blades which would lower RPMs.

The main rotor blades rotating around the mast at high speed creates rigidity and gives the blade the structural strength to lift the helicopter. Low RPMs does just the opposite.

At a higher forward speed the degree of nose up attitude is determined by the closeness of the LZ.

If the LZ is close a pilot would pull the helicopters nose upward (at times this could be almost vertical) to stop the forward motion (a small amount of up collect might be needed to help stop the forward motion) and then level and cushion onto the LZ with collective.

If the LZ is just out of reach, with practice it is possible to load the blades (nose up slightly) and pulled a small amount of collective to make the helicopter float forward.

It's a fine line on the amount of nose up and collective to use. Too much collective and the helicopter will bleed off RPMs that would be needed for the final flare and touch down. Low RPMs on landing in a helicopter could relate to a hard metal bending touchdown.

The best scenario would be to slide the helicopter with forward speed back onto a runway or hard surface. The helicopter would slide down the hard surface to a stop.

In a helicopter it is possible to depart in almost any direction. A pilot would be wise to use the departure route that would give the best chance to successfully complete an emergency landing.

All pilots should rethink the best emergency landing locations and emergency procedures before every departure; it might save your life.



Improvements on Starr Browning Airport

As many pilots have observed over the past few years the existing pavement on the Starr Browning airport was in dire need of a major project. Many large cracks had developed to the point that crack sealing wouldn't even help. After many years of preventative maintenance to the existing pavement, a new lift of asphalt was laid September 12-13, 2013. This project was made possible by a cost sharing between the Blackfeet Tribe and MDT Aeronautics Division.

A little history on the airport:

- The original airport was constructed by the Montana Aeronautics Commission in 1960 as a turf runway.
- Pavement was laid down in 1981 by the BIA. After 32 years it was in dire need of repaving.
- MDT Aeronautics Division installed a new lighting system in 2007 complete with radio controller, lighted windsock, and new rotating beacon.
- In 2012 higher wattage threshold lights were added on the approach end of 24 to aid in identifying the threshold in low visibility conditions.

MDT Aeronautics saw a need to help pilots of medical flights that drop off passengers and have to wait in sub-zero temperatures in a freezing cold airplane cabin for hours at a time. The Aeronautics Division added heaters, a window, plus a table and chairs to the existing electrical shack. The pilots now have a warm place to wait until their passengers return.

On October 16 a Starr Browning airport appreciation gathering was held at the Holiday Inn Express in Browning. Many tribal and state dignitaries were in attendance for this celebration.





30th Annual Montana Aviation Conference
February 27-March 1, 2013 – 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).

PRE-REGISTRATION: BY FEBRUARY 21, 2014

Takeoff to Landing Package (includes registration & <u>all meals</u>)	_____ @ \$145/PERSON _____ @ \$280/PERSON/GUEST	\$ _____ \$ _____
<u>-OR-</u> Registration Fee (includes registration & <u>free meals</u> – 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	\$ _____
<u>-OR-</u> Registration Fee (<u>No Meals</u>)	_____ @ 45/PERSON _____ @ 75/PERSON/GUEST	\$ _____ \$ _____

GENERAL REGISTRATION: AFTER FEBRUARY 21, 2014

Takeoff to Landing Package (includes registration & <u>all meals</u>)	_____ @ \$155/PERSON _____ @ \$300/PERSON/GUEST	\$ _____ \$ _____
<u>-OR-</u> Registration Fee (includes registration & <u>free meals</u> – 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	\$ _____
<u>-OR-</u> Registration Fee (<u>No Meals</u>)	_____ @ 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 _____

Registration Desk

The registration desk will be located in the lobby of the Holiday Inn Grand. Staff will be available at the registration desk to assist you during scheduled registration and conference hours:

Wednesday, February 26 - 3:00 p.m. – 5:00 p.m.

Thursday, February 27 - 7:30 a.m. – 11:00 a.m. & 1:30 p.m. – 5:00 p.m.

Friday, February 28 - 7:00 a.m. – 11:00 a.m. & 1:30 p.m. – 5:00 p.m.

Saturday, March 1 - 7:00 a.m. – 11:00 a.m.

Lodging Information

The Montana Aviation Conference will be held at the Holiday Inn Grand Montana in Billings. The nearest airport is Billings Logan International (BIL).

Rooms have been blocked at the Holiday Inn Grand Montana, 5500 Midland Road., Billings, MT 59101 at a conference rate of \$83 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 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.

Rooms have also been blocked at the Billings Hotel and Convention Center, 1223 Mallowney Lane, Billings at a conference rate of **\$89 plus tax**. This hotel is within walking distance of the Holiday Inn Grand. Reservations can be made by calling (406) 248-7151 and reference **Aeronautics Division**.

Conference Refund Policy

Full refunds for cancellations will be given until February 3, 2014. From February 3 through February 21 the registration fee less \$50 will be refunded. **After February 21** no refunds will be given. If you cannot attend, you may transfer your registration to another person in the same registration category.